

Benjamin Franklin

AMERICAN RAILROAD JOURNAL,

IRON MANUFACTURER'S AND MINING GAZETTE.

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PRINCIPAL CONTENTS.

French Railway Repairs.....	353
Camden and Amboy Railroad.....	353
New York and Erie Railroad.....	355
Western Railroads.....	356
Canadian Railways.....	357
Pennsylvania Coal Trade for 1849.....	360
Wilmington and Raleigh Railroad.....	360

AMERICAN RAILROAD JOURNAL.

PUBLISHED AT 105 CHESTNUT ST. PHILADELPHIA.

Saturday, June 3, 1848.

The attention of CONTRACTORS is specially called to the following advertisement of the Baltimore and Ohio railroad company.

TO CONTRACTORS FOR MASONRY.

PROPOSALS, under seal and suitably endorsed will be received by the undersigned up to SATURDAY, the 10th of June, proxo., inclusive, for the construction of two large stone viaducts upon the Washington Branch of the Baltimore and Ohio Railroad over the Little Patuxent river near the Savage factory and Northwest Branch at Bladensburg.

These viaducts will be heavy structures, well worthy the attention of Contractors of the first capacity for this kind of work, who are therefore invited to examine them. The plan of the Bridges may be seen at the Company's office, No. 23 Hanover street Baltimore, where full information will be given by C. P. Manning, Master of Road.

Unexceptionable recommendations must accompany the proposals.

By order of the President and Directors.

BENJ. H. LATROBE, Chief Eng.

Engineer's Office, Baltimore & Ohio R. R.

223 Baltimore, May 15th, 1848.

RAILROAD IRON—500 TONS HEAVY

Pattern—to arrive. For sale by

DAVIS BROOKS & CO.

June 3. 68 Broad street, New York.

Chilled Cast Iron Wheels.

We referred in our last to improvements in railway wheels, by Mr. Newton. We inferred from that description that the mould, in which the wheel is cast, was entirely of metal, but we learn from the specification that only one side, and the ring by which the tread and flange are formed, are of metal, and the other side is of sand—thus chilling only one side of the wheel. This process may remedy the difficulty apprehended, to some extent, though we fear not entirely. It appears, however, that Mr. Newton has confided in his invention, and it has been patented in England. Mr. Newton,

it appears, is attached to the English patent office. The invention is not his, but communicated to him—whether from abroad, or at home, we do not learn.

Dee Bridge.

The Railway Gossip says that "Capt. Simmons, the government officer, inspected the Dee viaduct structure on Tuesday, and will make his report to the board of trade. The bridge was repeatedly tested by heavy luggage trains, purposely loaded, and moved by two heavy locomotives. The speed at times was as high as 40 miles an hour. The utmost deflection obtained was 3-16ths of an inch in the span of 30 feet, and the vibration is said to have been scarcely perceptible."

French Railway Repairs.

It is said that the injuries inflicted on several of the lines during the late disturbances in France are actively repairing. The works on the bridge of Amiens are urged on. The working of the line from Rouen to Paris terminus will be recommenced immediately after its reception by the Ponts et Chaussées. The damage to the stations on the line at Maisons, at Nantes, and at Rouen, is now almost repaired. The works for the restoration of the Northern line are terminated on the first section. No injury has been done to the Gard, the measures taken by the authorities preventing all criminal attempts. The same may be said of the Avignon and Marseilles. The works undertaken on the Rhone for the connecting bridge with the line from Bordeaux to Cette, and those for the construction of the viaduct over the Durand and the extension of the railway to Avignon, are progressing rapidly. The Montreuil and Troyes has submitted for the approval of the administration its tariff for passengers and goods. This is the last formality, so that the opening of the line will soon take place.

Camden and Amboy Railroad.

Its Privileges and its Abuses.

We commenced, in our last, a series of extracts from the pamphlet of "a citizen of Burlington," in relation to the management and mismanagement of these companies. Our object is to bring the subject before the people of New Jersey, that they may remedy the evil, if possible; and we shall let the writer speak for himself in his own way. At page 15 he says:

"In regard to one of the modes of corruption, some information is now before us. The annual report contains a list of persons who travel on the

road, free of charge, many of them with their wives and families; and of newspapers whose publishers, editors, etc., go free of cost. At a very moderate estimate there are 600 who thus travel at the public expense. Allowing each of these to travel but four times back and forth, we have the sum of \$20,000 distributed, and this is probably not even one-half of the amount. That the list is not complete, I know."

In relation to the proper markets for New Jersey, he says:

"The great market for food of all kinds is at the north and east, for there the people are largely engaged in manufacturing, and consume much food while producing little. It is that market, therefore, that every farmer in Jersey should desire to send his products, and not to Philadelphia, which has behind it an immense country whose products are constantly pressing forward, and much of them obliged to seek a market in New York or Boston. Were access to the New York market free, not a pound of the produce of Burlington county would go to Philadelphia, because it would always command far higher prices in New York."

"I will now show how the people of the State of New York communicate with the great market, and then compare it with the facilities afforded to those of New Jersey. The Erie railroad passes through Goshen, the country seat of Orange county, which is seventy miles from New York, almost precisely the same distance as Burlington. Of those seventy miles, forty-six are by railroad, making its relative position almost precisely the same as that of Burlington. The Erie road has no through travel to support it. The Camden and Amboy road has a large through travel, and travelling should be, therefore, far cheaper from Burlington than from Goshen. Let us now see what are the facts."

"The farmer of Goshen can go to New York and return, or the provision dealer can go to Goshen and back, four times in a year, for nine dollars. The farmer of Burlington can do the same thing for twenty dollars. The farmer of Goshen can go to New York, and return, once a month, for twenty dollars and twenty-five cents a year. The farmer of Burlington can do the same thing for sixty dollars. The farmer of Goshen can go to New York and return twice a month for thirty-six dollars. The farmer of Burlington can do the same thing for one hundred and twenty dollars. The farmer of Goshen can go to New York and return three times a month for forty-eight dollars and sixty cents. The farmer of Burlington can do the same thing for one hundred and eighty dollars. The farmer of Goshen can go to New York and return, or his customers, the provision dealers, can come to him, weekly, for fifty-eight dollars and a half a year; while the farmer of Burlington must pay for the same facility of access to market the enormous sum of two hundred and sixty dollars."

"I would now ask the people of Burlington, and Camden, and Gloucester, and Salem, to reflect most

seriously on this matter. Here is the great market of the Union, New York and all the States east of it, the very market toward which all their products would naturally tend, barred out by a demand for passage money that forbids all intercourse. The farmer of Goshen can see his customers weekly, or monthly, at small cost, and make his own arrangements. He goes to New York, and he has his choice among hundreds of dealers, and he obtains the highest price. If he think proper to stay at home, every week brings dealers who are anxious to trade with him. The farmer of Burlington cannot go to New York, and few can come to him. The consequence is, that he trades with great monopolists, for none but a few great traders can afford to come to him. He sells his produce for half of what he would obtain if he could travel as freely as the man of Goshen. He loses five or ten dollars per acre, from the absence of all competition in the market, and he saves one cent per acre by the transit duties.

"Let us now look to the other end of the State.

"The great market for manufactures of all kinds is south and west, for there the people are largely engaged in producing food, and little in manufacturing, and it is to that market that a large part of the products of Newark would go were access free. The people of Newark are the customers of the farmers of Essex and Morris, and every thing that tends to limit the demand for their productions, tends to lessen the value of the farms of those and other counties in that vicinity.

"Newark is distant from Philadelphia eighty miles, of which sixty are by railroad, and twenty by steamboat. Were the manufacturer of that place at the same distance on the Erie road, he could go and return four times a year for seven dollars—once a month for twenty-five dollars—twice a month for forty-four dollars—three times a month for fifty dollars—and once a week for seventy-two dollars: whereas, if he desire now to do the same, he must pay as follows:—

Four times a year.....	\$28	Difference.....	\$17
Once a month.....	84	"	59
Twice a month.....	168	"	124
Three times a month.....	252	"	202
Once a week.....	364	"	292

"Now I would beg the farmer of Essex, or Morris, or Passaic, or Somerset, to weigh well the effect of such a course of proceeding on the part of the people in whom he has vested, and is still vesting, the whole control of the communications of the State. One great market for the produce of those counties is Newark, and the more rapidly that city shall grow in numbers and wealth, the more rapidly will the value of his land, and the demand for its products increase. The great market for the products of that place is at the south and west, and the more directly the consumer can be supplied, the greater will be the demand: and every measure that tends to throw any difficulty in the way of intercourse between the producer in Newark and the consumer of his products, tends to retard the increase of the city, to retard the growth of its wealth, and to retard the increase of value in the lands around it."

It will not require much argument to convince the farmers and mechanics of New Jersey of the great benefits derived by them, from the "transit duty," and other income, paid into the State treasury annually, when they look at it in this comparative manner:—then why not let this pamphlet be distributed widely among the people in New Jersey? It can be had, we understand, at cost of paper and printing, and being stereotyped, any number may be obtained, and when wanted, at a very low rate.

He says, "the amount of tax that you impose upon yourselves, and from which you can relieve yourselves at any moment, is absolutely incredible. What I have now given is but the first and smallest chapter of it, and yet the loss resulting from this restraint upon your movements may be set down at millions: and all this is done that the State may take from the pocket of the unhappy traveller over her soil, *her time*. She pays millions that she may save thousands."

The writer thus closes his fifth letter. He says:

"You are in a trap. It was set for others, but you yourselves have fallen into it. To extricate

yourselves, it is necessary that you should unite your efforts; and until you shall do so, the trap shall remain closed. There is one way, and one way alone, in which you can be extricated, and the preliminary to that is a determination to act honestly, and abandon the whole system of transit duties by which you yourselves are the severest sufferers. Let a general law be passed for the making of turnpike and railroads, and capital will then be seen seeking investment in every part of the State, and then towns and cities will grow, and produce will be in demand, and farms will increase in value, and farmers will grow rich, and the man of New Jersey will be able to look his neighbors in the face, feeling that he has ceased to support his government by money filched from their pockets.

"Had this monopoly never existed, the population would now be double what it is, and the land would be five times more valuable. Much time has already been lost, and there should be now a universal determination to endeavor by wiser action in the future to retrieve the losses of the past. One long pull—one strong pull—and one pull all together—and the monster will be overthrown."

We copy nearly all of his sixth letter. Every word of it is to the point—and the seventh will be found equally interesting.

He says, "in my last I showed what were the differences between the charges of the Erie railroad and the monopoly roads, on men that wished to go to market with their produce. I will now show the differences in the transport of the commodities that those men would desire to send, or take to market. In the outset, I wish particularly to urge upon the attention of the farmer, that his natural market is to be found at the north and east. Jersey was meant for the orchard and kitchen-garden of New York, Connecticut, Rhode Island, and Massachusetts. There, consumers abound, and producers are few. There, the demand for their products would be immense, if they could but get there. Philadelphia has at the south and west, Chester county, and Lancaster county, and Delaware county, and Delaware, and Maryland, all of them constantly engaged in pouring their products into her market. Those counties and States are distant from New York and Massachusetts, while this State is near to them, and could command their markets free from the competition of the farmers of the lands farther south, were trade and travel free. Let the farmer look to what part of the country he may, he will see food travelling from the south and west towards the north and east, except in this State, and here he will see it *travelling up hill*—going south and west, because it cannot get to the north and east. Why it cannot, I propose now to show.

"The distance from New York to Burlington is nearly the same as from that city to Goshen. Roads are made in this State at less cost than in any other of the Union, and the cost of a new one from Camden to Amboy would be far less than has been that of the one to Goshen. This State has the vast advantage of being the chief highway of the Union, along which are even now transported great numbers of passengers, and large quantities of merchandise, and the amount would be ten-fold increased were this monopoly abolished. Every man, and every ton of goods, transported across the State, pays its contribution to the improvements of the roads used by the people of the State, tending thereby to increase the facilities for getting to market with their products. The Erie railroad has none of these advantages. It is no thoroughfare. It has to be supported by the local trade alone, and therefore the charges should be a third less from Burlington to New York than those from Goshen to that place. I will, however, assume that the tolls paid by the people of Goshen are the true one: those necessary for the maintenance of road, engines, and cars, and for payment of interest; and then show how much is the transit duty paid by the farmer of Burlington to the great monopolists. The former will then be enabled to see that for the cents paid to the State by his fellow citizens of the other States, *he himself pays dollars*, and he may then feel disposed to unite with his neighbors in the effort to rid himself and them of this iniquitous system.

"The farmer of Goshen can send his peas and beans, his cabbages and corn, his cucumbers and tomatoes, to market, on payment of twelve cents

per hundred pounds, being less than *five cents* for forty pounds, which is, as I understand, the fair average weight of the baskets used in this State.

"The farmer of Burlington can send the same articles to the same market for *twenty cents* per basket.

"A man who cultivates forty acres can raise for market 5,000 baskets, on which the freight from Burlington would be.....\$1,000
On the same quantity, the farmer of Goshen travelling the same distance precisely pays. 240

Balance, being the transit duty charged by the great monopoly..... 760

"Here is a difference of nearly twenty dollars an acre, due to the fact that the railroad kings have a monopoly of the business of the State, as well as of that through the State. Were competition permitted, they could charge no transit duty, and then the produce of the farmer would go to market from Burlington *even more cheaply* than now does the produce of the farms of Goshen.

"Let us now look to the effect of this. Everything ripens in Delaware and Maryland earlier than in this State, and the Jerseyman can derive no advantage from the high prices paid in Philadelphia for early vegetables and fruits. He is, however, better situated than the man of Maryland and Delaware for supplying New York or Massachusetts, if either he or his produce could get there. He does go to New York for a few days of the highest prices, but even during those days the company pockets nearly all the profits. Those days over, he is obliged, because of their enormous charges, to send his products to the market of Philadelphia, already overstocked with those of Delaware and Maryland, but he soon finds that they will not pay carriage there. Thus blocked up on both sides, he is compelled, in full view of the two greatest markets of the Union, to permit hundreds, and perhaps thousands, of baskets of vegetables, to rot in the fields at the very time when they would command fair prices in the markets of New York and Boston, and pay him well if he could get them there at reasonable terms.

"It is scarcely possible to estimate the demand for Jersey products that would exist at the north, if they could get there at the same rate of charge as that on the Erie road, *which is higher than would be the rate in this State, were the monopoly abolished*. Competition would compel the various roads to exert themselves to make business. Trains would cease to run at those hours only which suit the monopolists themselves, as is now the case. A morning line would carry tens of thousands of baskets to New York in season for the evening boats for Albany, Stonington, and Providence, and the vegetables gathered on Monday would be in Utica, or Boston, or Portsmouth, in season for dinner on Tuesday. Those same vegetables now rot on the ground because they cannot get even to New York. The transit duty levied by the monopolists is fifteen cents per basket, and this added to the five cents which is the honest charge for transportation, is more than they will bear, and the trade is thus almost annihilated.

"Let the farmer now estimate how much he saves by levying a transit duty on the people and merchandise that pass through the State. Let him then estimate, as moderately as he will, the transit duty he pays, and see how much it exceeds ten dollars per acre. Pay it he must in some form or other. Sometimes his products go to New York, and he pays it in tolls. At others he sends them to Philadelphia when they should go to New York, and he obtains 20 cents when he might have 35 or 40. At others, they rot on the ground when he might have 20 or 25 cents for them in New York, to which place he cannot send them because the freight and transit duty would eat them up. In one way or another he loses the extra charge on every bushel that he raises for market.

"This, however, is not all his loss. If roads were numerous and transportation cheap, he could have manure, and marl, and lime, brought to him at half its present cost, and his land would yield him more while costing less for cultivation. He would obtain, and with the same labor, 6,000 baskets where now he has but 5,000, and this additional quantity would cost him nothing. Transported cheaply to the north, that thousand baskets would yield him per-

haps \$750, to be added to the saving in the difference of tolls upon the rest. He would grow rich, and he could improve his farm. Each year would see an increase of his products, and an extension of his market for them, whereas he now but lives along, and each successive year leaves him where it found him, poor, while railroad kings grow rich at his expense. At length he is seen abandoning his farm and flying to the west, while they remain at home and build palaces with the proceeds of the transit duty that eats him up.

"Throughout the whole range of agricultural products, we find enormous differences. The farmer of Goshen can send his pork to market on payment of 19 cents per hundred pounds. The farmer of Burlington pays 35 cents. The difference is the company's charge for transit duty. The farmer of Goshen can send his poultry to market for 21 cents per 100 pounds. The farmer of Burlington pays 40 cents, of which the transit duty is 19 cents. The farmer of Goshen can send his calves to market for 25 cents. The farmer of Burlington is, in this case, so entirely deprived of the New York market that I cannot learn that any price is fixed, but it could scarcely be less than a dollar. The transit duty here would be 75 cents. Every man that sends calves to Philadelphia obtains, as I believe, at least a dollar less than he could have for them in New York, and the price now paid for sending them to the former is precisely the same that would be paid for getting them to the latter, were competition rendered possible by the opening of the trap in which you, the people of the State, have caught yourselves.

"Let the farmer of Burlington now look to the fact that the great market for food is at the north, and that prices are always higher there than at the south. Let him see that that is his natural market,—the one to which all his products would go, if they could go on any reasonable terms. Let him then satisfy himself why it is that he carries all of them to the south, there to be sold in a market already burdened with the products of Pennsylvania, Delaware, and Maryland. Let him calculate the amount of loss that is inflicted upon him by the monopoly, and see how much over ten dollars an acre would be required to cover it. Let him then calculate how much it costs him and his fellow-citizens to collect their dues from the unfortunate traveller who pays double, treble, or quadruple price for the privilege of passing over his free soil, and satisfy himself if it does not count by millions. Let him then look round and see if he and they cannot discover some mode of opening the trap door.

"It is scarcely possible to conceive of a country being more beautifully situated than is this State. A great city, immediately south, is ready to absorb the products that might compete with those of her soil, and great towns and cities at the north requiring immense supplies of all those commodities that she is fitted to produce. The great highway of the Union is across her territory, and the whole nation stands ready to contribute largely in tolls for the use of her roads, thus enabling her to have the best and cheapest transportation in the world. She rejects these advantages, and forbids the transport of both passengers and merchandise across her soil, by granting a monopoly for the use of which she obtains about one cent per acre in the form of transit duties, and then she is taxed so heavily for the privilege of passing over her own roads that she cannot use them. Her products are thus forced into the inferior market of Philadelphia, when they might go to the superior markets of New York and Boston, and she continues poor. Her fields are uncultivated when they should constitute one great garden, and her lands are, for their situation, the lowest priced in the Union, when they should, and would, be among the highest of all.

"Let us now suppose that New York, with a view to protect her farmers and gardeners against the competition of the people of this State, were to establish a custom-house at which were levied tolls according to the following schedule, to wit:

On every 100 baskets of peas, beans, tomatoes, corn, cabbages, and other garden vegetables.....	\$15 00
On every 100 baskets of fruit of every description.....	15 00
On every 1,000 pounds of pork.....	1 60
On every 1,000 pounds of poultry.....	1 90
On every 100 calves.....	75 00

And so on throughout the list.

"To this let there be added the following tax on men:—

On every Jerseyman that comes from a distance of 70 miles to New York four times a year.....	\$11 00
On every one that comes once a month.....	39 75
On every one that comes twice a month.....	85 00
On every one that comes three times a month.....	131 40
On every one that comes once a week.....	201 50

"Were such a tariff established, would not the Union ring with complaints of Jerseymen? Would they not say, 'We are deprived of the great market of the Union: of our natural market: and are forced to see hundreds of thousands of dollars' worth of property rot on the ground because of the existence of this tariff, for the market of Philadelphia is choked with the products of Chester county, and Delaware county, and Maryland, and Delaware, and cannot absorb those of our fields and gardens. Our farms will become valueless, and everybody will fly the State. Our children will be compelled to leave us and settle in the west, whereas if we could have free trade with the great markets of the north and east, they would remain at home, and our large farms would become divided into small ones, and they would be better cultivated, and we should obtain from every acre double what we now obtain, and at less cost of labor and manure. We shall all be ruined.' Would they not hold township meetings to protest against this iniquity? Would not township call upon township to unite in the holding of county meetings, and would not county call upon county to unite in holding a great State convention to deliberate upon the mode to be adopted for relieving themselves from this great oppression? Would not congress be applied to? And would that body not be called upon to do what was necessary to put the people of New Jersey upon an equal footing in the markets of New York and Boston, with those of Dutchess and Orange counties?

"All these things would you do, if the act proceeded from New York, and required aid from the Union, but yet you submit to this very tariff from a company that holds its existence under your own law: a company whose action you can correct at your pleasure. You have granted to that company the power to make a trap for your neighbors, without seeing that the trap enclosed yourselves. The company opens the trap-door for each of yourselves on payment of two hundred dollars a head for such of you as desire to go to market weekly. It opens it for your products on payment of fifteen dollars for every hundred baskets of vegetables, and seventy-five dollars for every hundred calves. You and your lands, and your vegetables, and your sheep, and oxen, and calves, and wheat, and rye, and potatoes, are all in the trap, and there they will stay until you yourselves shall learn that the man who receives one cent per acre as transit duty upon his neighbors and their products, and pays ten dollars per acre upon himself and his products, loses money by the operation. Whenever you shall come to understand this, you will hold township meetings, and county meetings, and State conventions, for the purpose of opening the trap-door, and then will the days of this corrupt and tyrannical corporation be numbered. Its monopoly privilege is unconstitutional and invalid, and it rests with yourselves to determine how soon you will make a half dozen doors to the trap, and let yourselves out."

New York and Erie Railroad.

The following address of the president and directors of the New York and Erie railroad presents, to the stockholders, the present condition of that work, together with a glance at the difficulties encountered by the present managers, in bringing it into its present favorable, and encouraging condition. The road will now be soon completed to Binghamton—and in sixty days thereafter to Owego—and in six months more to Elmira: when it will be nearly three-fourths done.

The arrangement made with able contractors to build the road from Binghamton to Elmira—about sixty miles—is ample evidence of the opinion of those who thoroughly understand the business, that it will be a good investment; and the people along the line deeply feel the importance of its early com-

pletion to their interest. But to no place, or people, is it of as much importance as to New York, and the business men of that mighty city: as by it, and by it alone, can the western merchants get their goods to the lake, and to Ohio, as early as by the way of Philadelphia, and her Central railroad.

The citizens of New York are not yet aware of their obligations to those who now have the management of this road—nor will they be until it is completed—nor, indeed, even then—and if they were, they would be cautious how they admitted the fact!

Office New York and Erie Railroad Co.,
No. 45 Wall street, New York.

TO THE STOCKHOLDERS:

Believing it to be the duty of the board of directors to keep the stockholders apprised, from time to time, of the condition and prospects of the company, they have considered it right and proper, if not an imperative duty, at the present time, to submit the following statement of facts for the information of the stockholders and friends of the work.

It is very well known that about two and a half years have elapsed since a successful effort was made to obtain the subscriptions necessary to reconstitute this company, the condition of which at the time was such as almost to discourage the attempt: several efforts having been previously made to this end, without success. And it may not be improper here to state that the difficulties and embarrassments which have been met and overcome in placing the affairs of the company where they now are, were not anticipated in the outset.

It is also well known that nearly one and a half years were lost to the company, after the passage of the act of 14th May, 1845, in consequence of the opposition which was encountered, in obtaining the best location that could be found for this road to the lakes. So soon as that deeply important question was settled the board commenced a vigorous prosecution of the work, and have urged it on as rapidly as a proper regard to economy and prudence would permit. It may be proper here to state that at the time the subscriptions were obtained, it was supposed from the report of a preceding board of directors, and also from the data then in possession of the new board, that the \$3,000,000 subscriptions, together with the proceeds of a like amount of bonds, (with \$1,000,000 to purchase machinery,) would be sufficient to complete the road to lake Erie.

But as it is currently reported that the company have not sufficient means to complete their road to lake Erie, it may be proper to state precisely what their means are at the present time, to correct the many erroneous statements in circulation, and also briefly to explain some of the causes of the increased cost of the road.

There is due at this date, on stock subscriptions, over.....	\$450,000
State mortgage bonds, in hands of the comptroller, not yet sold.....	2,250,000
Amount deposited with the comptroller to pay interest on \$750,000 of bonds assigned, to date.....	162,433

\$2,862,433

Besides which they have now on hand available assets to pay off all existing liabilities for work done to 1st May, and for temporary loans, etc.

In answer to a call of the board upon the chief engineer for a careful estimate of the cost of completing the road to Binghamton, a report was submitted, made with great care, with a liberal allowance for contingencies, and believed to be perfectly reliable. It was then found that taking the bonds at par, together with the amount due on stock subscriptions, there would be, after completing the road to Binghamton, a surplus of about \$1,000,000, including the amount required by law to be deposited with the comptroller to provide the interest on the bonds till 14th May, 1851.

The inquiry will doubtless be made, as it often has been of the officers of the company, why so large an amount of the assets of the company will have been expended by the time the road is completed to Binghamton: and in what manner it has been expended? To which it may be answered, 1st, A considerable amount has been expended in settlement of the old debts of the company, which

were not, and could not, be accurately known when the subscriptions were obtained.

3d. The condition of the road in operation, when the present board assumed the control, was such as imperatively required a large expenditure to make it safe and profitable to the stockholders.

4d. The motive power, cars and machinery on the road, and in the shops at the time, were entirely insufficient, besides being in a very bad condition; consequently, a large amount was absolutely required to provide for this deficiency.

5th. The character of the road has been very greatly improved, by altering the grades and changing the line in many places, at a considerable cost to the company, the necessity and importance of which were too great to allow of any hesitancy on the part of the board in deciding to do so, at almost any sacrifice, and which will make it, when completed, worth millions of dollars more to the stockholders and the public, than if continued on the old line, and at the old grade. In fact, the value of these improvements can hardly be over estimated, when the future working of the road is taken into account.— And it may be added with the utmost confidence that the improvements in the line and grade, which have been secured only by the most determined and persevering efforts of the board, are worth more to the stockholders and the public than the State loan of \$3,000,000. Another fact may be stated as a consequence of such changes, that the road when completed will furnish about 300 miles of level, or nearly level grades, or not exceeding five feet to the mile, in favor of the trade coming towards our city.

6th. When the subscriptions were obtained, and for about one year and a half thereafter, the price of provisions and labor were very low, but about the time, or very soon after the question of location was settled, and the company were enabled to commence work, there was an advance of more than 50 per cent. In both these items, the causes and the effects of which are well known. The cost of the work was consequently very greatly increased. Under all these embarrassing circumstances, the board have used all the economy and prudence that was possible, in their expenditures, consistent with a proper regard to the interests of the company, and a vigorous prosecution of the work.

The board are happy in being able to state that all the legislation that is deemed necessary has been obtained, both from our own State and Pennsylvania, to enable the company to avail themselves of all the benefits of their charter. The value and importance of this legislation when understood, will be admitted as very great in the future prosecution of the work.

About one and a half millions of dollars have been expended on that part of the road between Port Jervis and Binghamton, a distance of about 127 miles, (by far the most difficult and expensive part of the road to the lake,) more than half of which is nearly graded, and the company will commence laying the superstructure within a few weeks. The iron rails are being rapidly delivered on the line of the road, and the board intend, and believe they will be enabled to open the road to Binghamton during the present year, unless some unforeseen difficulties occur to prevent.

The board have just closed a very advantageous contract with a company of gentlemen of great wealth and respectability from the interior of the State, to grade the road from Binghamton to Elmira, a distance of about 60 miles, to lay the superstructure and to furnish all the materials, except the iron rails; that portion of the road between Binghamton and Owego to be finished within 60 days after the road is extended to Binghamton; and from Owego to Elmira within six months thereafter. And as a proof of their confidence in the productiveness of the road, they have agreed to receive their pay, principal and interest, solely from the net earnings of the road, the amount of which arising from or growing out of such extension, will provide most amply for the object, without recourse to any of the present available means of the company. Payment of principal to be made out of the net earnings, in instalments of 20 per cent. per annum in six, seven, eight, nine and ten years. This arrangement will secure the completion of the road to Elmira within 15 or 16 months from the present time, with the probability of a similar arrangement to extend it to Corning, 16 miles further west, within the same period. It may not be unimportant here to state, that from the latter

place to Port Jervis, a distance of over 200 miles, there will be no grade opposed to the descending trade of over five feet to the mile, except at one place, where for seven miles the grade will be sixty feet to the mile, leaving 193 miles practically level.

When the road shall have reached either of these points, it may safely be considered, as to cost and labor, three-fourths finished.

It is probably well known that a charter has been obtained for a short road from the head of Seneca lake, to connect with the New York and Erie railroad, at Elmira, a distance of some 17 or 18 miles. The route is now being located, and the capital stock is nearly subscribed, to complete this connection, by the time the New York and Erie railroad shall be extended to Elmira. When this point is reached, such results must be realised as can hardly fail to satisfy the highest expectations of the friends of this great public work.

The net earnings of the road now in use, terminating in a sparsely populated country, and with comparatively very limited productions, will probably exceed \$150,000 the present year. Its gross earnings will doubtless exceed \$300,000. Yet with these data, (imperfect as they are) together with a careful examination of the subject, and taking the most reliable sources of information, the lowest estimates that can be formed of the net earnings of the road when it reaches Elmira, after paying interest on the state bonds, and all the issues of stock, and all other indebtedness, can hardly fail of leaving a net surplus of six or seven hundred thousand dollars, to be applied to the extension of the road to the lake. This estimate is deemed much too low, by gentlemen of respectability living in the central part of the State, and intimately acquainted with the resources of the country west of Binghamton. It must not be forgotten that from this point westward, a large amount of money has been expended, and a great portion of the line is partially graded.

From two to three millions of dollars will be required to complete the road to Lake Erie. And within six months after the road shall have been extended to Elmira, we hazard little in saying that such results will follow one half-year's working the road, as will make the stock of the company a desirable investment, and sought after, at or above par.

The company, at that time, will, by their charter, have a balance of stock not issued, and the privilege of issuing from four to five millions of dollars, which will secure the completion of the road to the lake, and make ample provision for machinery cars, etc., for running the road.

This road, when completed, will cost the stockholders less per mile, than any other road in the country, and not exceeding half the cost per mile of the Western railroad from Albany to Boston. Massachusetts has in operation within her limits, 728 miles of railroads, costing about \$35,000,000, or about \$50,000 per mile. With this large cost per mile, and many of them running nearly parallel with and not far distant from each other, yet they pay handsome dividends to their stockholders. Reasoning from such facts, it does not appear very extravagant to expect large dividends from this road, the longest in this country, and by its natural position, commanding the trade and business of a country equal in extent of area to the whole of the New England States, and almost without the danger of a rival or parallel line. This view of the subject seems sufficiently encouraging, without looking to the trade of the great western lakes, and the vast but partially developed country bordering on them. We doubt not that any estimate which would now be hazarded as to the business of this road, in a few years after its extension to the lakes, will fall as much below what will be realized, as that formed of the Erie canal in its early history, has fallen below the amount realized on that work.

It appears very difficult, with a map of our country spread out before us, to trace out a line for a railroad of 450 miles in length, combining a greater amount of advantages, present and prospective, than this road.

It would appear, from the low price at which some of the stock of this company has been recently sold, that the stock bonus of \$3,000,000 had been entirely forgotten or overlooked. A bonus which practically adds 30 per cent. to the intrinsic value of the stock. It may, however, be said that some of the best railroad stocks in our country were sold at a

very low price while the roads were being constructed. The stock of the Boston and Maine road, during the time of its construction, was sold at 60 per cent., (it now sells, however, at about 120). The Western road, from Albany to Boston, was sold as low as 45 per cent.; it now sells above par. But the board consider it their duty to state to the stockholders that, owing to the removal of the many difficulties and embarrassments with which the road has heretofore been surrounded, and to very favorable position in which it is now placed; the stock is, in their opinion, really and intrinsically worth, this day, 90 per cent. more than it was two years since; and nothing has occurred that should impair or diminish, but rather to increase and strengthen public confidence. These assertions are made in consequence of the many erroneous statements, if not wilful or interested misrepresentations, of parties, which have been made, doubtless, to impair confidence, and reduce the value of the stock, if for no other object.

To the merchants, mechanics and business men of our city, to whose public spirit and enlightened enterprise the public are mainly indebted for the subscription of \$3,000,000, which formed the basis of the success, and the favorable turning point in the history of this company; to those stockholders, the board consider it their duty to say, that at no period in the company's history, since their connection with it, has it been placed in a position more entitled to their confidence; and with the sale of their bonds, which form as perfect security as can be found in the whole country, beyond the reach of doubt or contingency, the directors cannot see any difficulty in the way of carrying out this great public work to a successful completion.

By order of the board of directors,

BENJAMIN LODER, President.

Western Railroads.

A writer in the American Mining Journal, over the signature S., dated Indianapolis, Ia., April 14th, says:

My attention has been directed to the articles of "J. S. W.," of Chicago, published in your paper, and while I concur with the writer in the general object he has in view, of extending the commerce and business of the cities of New York and Boston to the centre of the great valley of the Mississippi, I am compelled to differ from him as to the particular line of extension and connection, to which the attention of the business public of these cities and the lines of communication running to them shall be directed at this time, and their aid given to insure the greatest amount of benefit to all concerned.

As the writer of these articles resides at Chicago, on the lake, and I reside at Indianapolis, the seat of government of the State of Indiana, it is very natural that we shall give the preference to the respective roads, that would make the places of our residence prominent points. My object is not to disparage any route making Chicago a point, but to show that another route has the advantage over that and all other routes, and for the correctness of my opinion, I refer the reader to the map of the country, and the table of distances appended to this article.

The writer of the article referred to makes Sandusky city on the lake, the north-eastern point of the contemplated extensions, and Cairo, at the mouth of the Ohio, the south-western point of termination. As to the first point, I concur with him, as Sandusky will be a point to which the Buffalo railroad will soon be constructed, making the lines of communication complete by railroad from Boston and New York to Sandusky. He fixes Cairo at his other point. I had supposed

St. Louis to be the most eligible point to strike the Mississippi. But for the purpose of this article, I am quite indifferent at which point the road should terminate, as the comparative result will be about the same.

I will not pretend that the friends of the route to which I am about to draw your attention can, "by the co-operation of public men and capitalists of the north," put the Chicago work at rest for a very considerable time, as the writer assumes in relation to the Indiana route. Nor will I harbor the idea for a moment that the legislature of Illinois will refuse to any part of the State the right of way for a railroad to be constructed by private capital. Neither of these ideas reflect much credit upon the writer of these articles, for his enlarged views of the matter under consideration. But I do maintain that the route from Sandusky to St. Louis, or Cairo, running upon a direct line to Belfontaine, on the Ohio railroad, and from that point directly to Indianapolis, the seat of government of Indiana, from thence to Terre Haute, on the Wabash; from thence to Vandalia, and from thence to St. Louis, or Cairo, on the Mississippi, is the route to which the cities of Boston and New York should now be directed, and to which their aid should now be given, in preference to any other route, and I will call the eye of the reader to the map of that route, and to the table of distances, I am aware that the mere declaration of a writer will be worth but little to the practical man. I therefore specify in what the superiority of the route referred to consists, and in what I rest its claims to the support of these cities.

1st. It is the shortest, cheapest of construction, and most direct route between these two points, as will be seen by reference to the maps, and to the table appended.

2d. Over one hundred miles from Sandusky to Belfontaine, on the direct route are completed, and under full business operations.

3d. It runs through one of the most productive agricultural sections of country in the valley of the Mississippi, and would open to the eastern ports of Boston and New York an immense business, that now goes south to New Orleans.

4th. It would give to the travelling public between the north-eastern Atlantic cities, and the centre of this great valley, a direct, cheap, and rapid communication.

5th. The cities of New York and Boston, now have the trade of the lakes, and the contiguous country, and it cannot be taken from them, but the trade of the country through which this road passes, they never have had, or never can have, without the construction of this or some other work of the kind, running through this great valley in a central direction.

As I stated, there are over one hundred miles of this route completed to Belfontaine from Sandusky, and charters, liberal in their character, have been granted by Ohio and Indiana, to construct the work from Belfontaine to Terre Haute, on the Wabash river; passing on the direct line through Sydney, Winchester, Muncie, Andersonstown, Pendleton, Indianapolis, and Green Castle, and the

books of some of those companies are now opened, and others will soon be opened, for subscriptions. The book for subscriptions to the Indianapolis and Belfontaine railroad will be opened on the first Monday in May next, and be kept open thirty days, at Madison, Indianapolis, and other places on the line, and I would especially call the attention of the capitalists of the cities of New York and Boston to this road, and request them to aid us by taking stock.

This link in the great chain from Sandusky to St. Louis or Cairo, commences at Indianapolis, and runs to the Indiana State line on the direct route to Sandusky, as above laid down, about 80 miles. Its estimated cost is about \$600,000 only, as it is a remarkably cheap route. It connects at Indianapolis with the Madison and Indianapolis railroad, now paying a dividend of 14 per cent. per annum, and the stock of which is 40 per cent. above par. It runs through one of the most productive sections of Indiana, and when constructed it must do a heavy business, while it will insure the completion of the line from Sandusky to central Indiana, and open our heavy trade to the cities of New York and Boston. We need eastern aid, and we present this work to eastern capitalists as worthy of their attention. Subscription to its stock can be taken by writing to O. H. Smith, at Indianapolis, who will attend to the same. Shares \$25 each, payable—5 per cent. on subscribing, and one-fifth annually thereafter, as required by the charter.

TABLE OF DISTANCES.
No. 1.—Indiana Route.

	Miles.
Cairo to Vandalia.....	132
" Terre Haute.....	95
" Indianapolis.....	75
" Ohio line.....	78
" Belfontaine.....	55
" Sandusky.....	100

From Cairo to Sandusky..... 635

No. 2.—Indiana Route.

St. Louis to Vandalia.....	65
" Terre Haute.....	95
" Indianapolis.....	75
" Ohio line.....	78
" Belfontaine.....	55
" Sandusky.....	100

St. Louis to Sandusky..... 468

No. 3.—Chicago Route.

Cairo to Springfield.....	190
" Chicago.....	173
" Michigan city.....	50
" Toledo.....	175
" Sandusky.....	47

From Cairo to Sandusky..... 635

No. 4.—Chicago Route.

St. Louis to Springfield.....	90
" Chicago.....	190
" Michigan city.....	50
" Toledo.....	175
" Sandusky.....	47

St. Louis to Sandusky..... 562

No. 5.—Indiana Route.

Cairo to Sandusky.....	535
" Buffalo.....	163
" Albany.....	363
" Boston.....	158

Cairo to Boston..... 1219

Albany to New York..... 145

St. Louis to Boston..... 1152

Cairo to New York..... 1296

St. Louis to New York..... 1139

Chicago Route.

Cairo to Sandusky.....	635
St. Louis to Sandusky.....	562
Cairo to Boston.....	1319
Cairo to New York.....	1306
St. Louis to Boston.....	1216
St. Louis to New York.....	1253

When this line is finished, cars can run from Boston or New York to Cairo in 60 hours, and from New York or Boston to St. Louis in 57 hours.
Indianapolis, Inda., 14th April.

It is no difficult matter to build railroads on paper, as has been discovered by many of our people—but exceedingly difficult to build them in a proper manner, any where except in populous and wealthy communities; and especially so in the comparatively new States of the west—yet those States will be, in a few years, chequered with railroads. The only difficulty to be apprehended is that the anxiety and apparent necessities of the people will urge them on too rapidly, as in 1836, 7, and 8, and thus retard their progress.

Let the energies of the people be first brought to bear upon one or two main lines—complete those, and then other necessary lines may be easily constructed.

We have not read the articles of "J. S. W.," alluded to by S., but will look at them, and compare his views with those of S.

Canadian Railways.

Report of the Railway Committee of the Canadian Parliament.

The following report of the railway committee of the Canadian parliament, of which Sir Allan MacNab was chairman, made on the 23d of March last, shows that the leading men of Canada are deeply impressed with the importance of railroads to the development of their resources, and the prosperity of the people. The plan here sketched is certainly one that would add immensely to the business facilities of the British provinces—but it is, we apprehend, on too broad a scale for present accomplishment, we should therefore recommend the vigorous prosecution of the St. Lawrence and Atlantic, and the Great Western roads, to an early completion; and cordially approve of the suggestion of the committee, that the government guarantee the interest on the bonds of the two companies to the amount of at least a million—to be divided between the two companies in proportion to their length, and thus secure, by their early completion, over 400 miles of road. This done, then let the energies of the people be brought to bear upon the line between Montreal, Kingston, Toronto, and Hamilton, a distance of 385 miles—a purely Canadian work—to be constructed in sections of fifty or sixty miles each, until the whole line of road, from Windsor and Port Sarnia, on Detroit river and Lake Huron, to Montreal and to Portland, in Maine, 943 miles, shall be in use.

By opening an easy communication between Montreal and the Atlantic, where travel and transportation will be both rapid and cheap, new life and energy will be given to business in that region; and the Great Western road, through the most fertile portion of the Canada, will ensure its rapid settlement, increased productiveness, and general prosperity, which will, in a few years, better enable the people to complete the road from Montreal to Hamilton, then to complete the two first portions now under construction.

The government has done much in aid of canals, and it is now called upon to aid in the introduction of railroads; and it must do it if it would not have the Canada fall still more behind the age.

The letter of Mr. Lot Clark, referred to by the

committee, contains much of interest, and may be given hereafter.

The present aspect of things in Europe may, to some extent, affect the progress of these works for a time, but ultimately, we apprehend that they will be benefited by the unsettled state of things there, as capital invested in them will be not only more safe, but also more productive.

The Portland Advertiser of April 19th, has the following remarks in relation to the political affairs and aspects of the Canadas:

"RAILWAY MATTERS IN CANADA."

"The new (or 3d) parliament of United Canada, assembled for the transaction of business, on the 26th of February last. Among the significant events which the past year has disclosed, the signal overthrow of the conservative ministry of Canada, is by no means an unimportant one. The active development of liberal opinions under their peculiar form of colonial government, is likely to act with efficiency and force upon the policy of Canada, and to give greater energy to all individual enterprises favorable to the public prosperity.

"The liberal party have a majority of 60 to 24 in a full vote in the assembly, and the resolution of a want of confidence in the old ministry was carried by vote of 54 to 20. The new ministry required time to mature their plans, and after a short session, parliament was prorogued to the 2d of May.

"Application was made on behalf of the St. Lawrence and Atlantic railroad company 'for public aid to complete the work.' A similar application was subsequently made by the Great Western railway of Canada West.

On the 14th of March, a standing committee on railway and telegraphic lines was appointed, consisting of Sir ALLEN McNAB, of Hamilton, chairman, and Messrs. Wilson, of London, Canada West; Bouthillier, of St. Hyacinthe, Tache, of Rimouski, Holmes, of Montreal, Canada East; Weltenhall, of Halton, Merrill, of Lincoln, McDonald, of Kingston, Canada West; Mongenais, of Vaudreuil, Cauchon, of Montmorency, Baudien, of Chambly, and Watts, of Drummondville, Canada East.

"The distribution of this committee shows that every portion of the colony was represented upon it.

"This committee have presented a report on the subject of government aid to the two railways above referred to, which is just published by order of parliament, a copy of which has come to hand."

Report of the Standing Committee of the Canadian Parliament, on Railways and Telegraphs.

The standing committee on railways and telegraph lines have the honor to present their second report:

The committee have directed their anxious attention to the subject of railway extension through Canada, a subject whose importance cannot be overrated, and in favor of which the public voice has conclusively declared: That railways are of the greatest assistance in developing the resources of a country, both agricultural and commercial, has been too fully established in Great Britain and the United States, to require discussion. This province is naturally well adapted for the construction of railways, and would be benefited by them in an equal, if not greater degree than any other country. With great facilities for foreign and internal commerce, during the summer season, by means of its magnificent chain of water communication,

Canada labors under great disadvantage from the complete cessation of business, and exclusion from the markets of Europe, during its long winters.

These disadvantages can only be overcome by a well arranged and comprehensive system of railroads, which would allow of an active and uninterrupted trade, both foreign and domestic, being carried on for the whole year, and in that respect would put it upon a par with the neighboring States.

The three great lines of railway which at present press themselves on the public attention as being of primary importance, and connected with the general prosperity of the province, are:

1st. The line extending from Quebec westward along the north shores of the river St. Lawrence and Lake Ontario, to Toronto, from that city to Hamilton, and from thence along the Great Western railway to Windsor, opposite Detroit, in the State of Michigan.

2d. The railroad projected, and now in progress of construction, from the St. Lawrence opposite Montreal, to the Province line, and there to be connected with another road also in progress, running to the city of Portland in the State of Maine, and on the seaboard.

3d. The railway connecting the cities of Halifax and Quebec, and passing through the Provinces of Nova Scotia and New Brunswick.

There are several other lines of railroad proposed, all of great utility to their respective localities, but the committee have not taken them into consideration, as they are generally of limited extent, and may be safely left to private enterprise.

The first line naturally divides itself into five sections.

1. Beginning at Quebec, the first section will terminate at Montreal, a distance of about 180 miles. No charter has yet been obtained for this portion of the line, nor any steps taken to obtain one. The St. Lawrence and Atlantic railroad company propose to run their road through the eastern townships for 70 miles, to Melbourne, on a course towards Quebec. It remains yet to be settled whether it would be preferable to extend this road to Quebec, or to construct a separate one on the north bank of the river. No surveys having been made of this section, the probable expense cannot be estimated.

2- The second section, from Montreal to Kingston, a distance of about 180 miles, is another necessary link in the great chain of railway communication.

A charter was obtained for it in 1845, but the company has not yet organized itself, nor have any surveys or estimates been made. A railroad has been finished from Montreal to Lachine under a separate charter. By their charter, this company are bound to transfer their railroad, on certain specified terms, to any other company, who will extend it onward towards Kingston, and shall *bona fide* expend the sum of £100,000 on such extension. This section, connecting as it does, the great chain of lakes with the chief commercial city of Canada, and with

the Atlantic navigation, will undoubtedly command a large and lucrative trade. It will, probably, in a few years be intersected by a railway running from Bytown to Prescott, and connecting the Ottawa and St. Lawrence. The Ogdensburg railroad, with its terminus opposite Prescott, will also contribute to increase its trade.

3. The third section extends from Kingston, 165 miles along Lake Ontario, to Toronto. A charter has been obtained for this road, and a preliminary survey made, estimating the probable cost of the work at £865,000. The prospects and advantages of this road are stated at length in the prospectus of their company, and the report of their engineer published in 1846. It will be connected at Kingston with "The Rome, Watertown, and Cape Vincent Railroad," in the State of New York, by means of steam ferries over the St. Lawrence, and a short railroad of seven miles across Wolfe Island. A complete railway communication will thus be established between Kingston and the Atlantic cities of Boston and New York.

Active exertions are now being made by the Port Hope and Peterborough railroad company to commence their undertaking, which will intersect the main road at Port Hope, and pour into it the large and increasing trade of Newcastle and Colborne districts.

4. A charter has also been granted for the fourth section, connecting Toronto with Hamilton. The length of this portion of the line is about 40 miles, but its construction has not been begun, nor have the company as yet made any preparations for that purpose.

5. The fifth and last section has been for some years before the public, as "The Great Western railway."

This great undertaking cannot be better described than by the following extracts from the able and elaborate report of Mr. C. B. Stuart, the chief engineer, of the 1st of September last:

"The stockholders of this company control the destiny, and may appropriate the profits of a line of railway, 228 miles long, under a liberal charter, with a right to exact toll without legal restriction, to make various important branches, running through a district of country which is unsurpassed in this country or Europe. Commencing in the west at the head of Lake Erie, where daily steamers connect it with all the shores of the great upper lakes, and the fertile lands of the north-western States, and a railway now nearly finished, completes the line through the heart of Michigan, touching in its route and by its tributaries at convenient ports on Lakes St. Clair, Huron, and Ontario, and terminating in the east on Niagara river, where two railways and a noble canal form its connection to New York and Boston; and Lake Ontario and the St. Lawrence form an independent channel to Montreal and Quebec. This work seems destined to absorb the traffic of a wider region than often falls to the share of any single enterprise."

Again Mr. Stuart says:—"It is a work running through the western peninsula of Canada, which depends for its support—"

"1st. On the trade and travel of the St. Lawrence and Lake Ontario, brought from the east by numerous steamers, to the mouth of the Niagara river, and to the city of Hamilton, at the head of the lake.

"2d. On that of the State of New York, brought by the Erie canal to the foot of Lake Erie and Niagara river, near the Falls.

"3d. On that brought by existing railways from the cities of New York and Boston, and the other ports of the New England States, through the centre of New York to Buffalo and Niagara Falls, destined for Michigan and the north-western States.

"4th. On the traffic and travel brought by steamboats from Lakes Michigan, Superior, and Huron, to the western termini of your road.

"5th. On the trade and travel of the States of Michigan, Illinois, and the Mississippi Valley, brought to the same point by the Michigan Central railway, soon to be completed to Lake Michigan, opposite Chicago.

"These are the great contributors to the support of your work—the lines already in activity, which diverge from its extremities towards the east and west—quite independent of the wealth and resources of the immediate district traversed by the improvement itself, by far the most populous and fertile portions of Canada West, which this line *must* control, without rival, or the probability of future rivalry.

"Ample surveys which have extended over every route, offering any pretension to authorize its exploration, have led to the conclusion that there is no appropriate ground on which to place a competitor on either side of that which has been recommended for your adoption."

The main trunk line of the Great Western railway extends from Hamilton to Windsor, a distance of nearly 186 miles, and will cost, according to the engineer's estimate, the sum of £989,856.

A branch from the main line runs from Hamilton 42 miles, to the Niagara river, at the estimated expense of £248,767. Another branch extends to Port Sarnia, at the foot of Lake Huron. This branch is about 50 miles long, and will cost £166,410, making the total estimated expense of the Great Western railway and branches £1,404,930.

It appears from the petition of the company to the legislative assembly, presented to the house during the present session, and referred to the committee, that the capital stock of the company is £1,500,000, divided into 60,000 shares, at £25 each; of these shares, 20,725 are held in England, on 10,000 of which five per cent. has been paid in, and on the remaining 10,725, five shillings sterling per share have been paid; that the amount taken by the contractors will be about 8,847 shares, making, in the aggregate, 35,572 shares. It also appears by this memorial, that "the right of way for the most part has been acquired by the company; that spacious depot grounds have also been secured at Windsor, Chatham, Lobo, London, Ingersoll, Woodstock, Paris, Dundas, Hamilton, Grimsby, St. Catharines, and Niagara river; that

the portions of the line from Hamilton to Niagara, and from London to Windsor, have been placed under contract at rates under the estimate of the engineer; and that the contractors take in payment one-fourth of their contracts in the capital stock of the company at par; that a commencement has been made on both these sections; that the section in the city of Hamilton has also been contracted for at a price below the engineer's estimate, taking one-fourth in stock as part payment, which work has also been commenced; that a company is now formed who will take the residue of the line from Hamilton to London on similar terms, and at the estimate of the engineer. . . . thus placing the entire line under contract to responsible contractors, for a sum not exceeding the estimated expense."

The company have already expended about £15,000, and are vigorously prosecuting the work as fast as their limited means will allow.

The second great line is that known as "The St. Lawrence and Atlantic railroad." The whole distance from Montreal to Portland, the two termini of the railroad, is 280 miles, of which 130 lie in Canada, and the remaining 150 in the United States. Two incorporated companies, one American, "The St. Lawrence and Atlantic railroad," have undertaken to complete this line. Though quite unconnected as to stock, liabilities, and profits, and in every respect independent, these companies having a common object and similar interests, act in perfect unison with each other. The cost of construction of the joint line is estimated at £1,750,000, and that of the Canadian section at £825,000.

The advantages of this line are thus described by Mr. A. C. Morton, the intelligent engineer of the railway:—"With reference to your road as a great thoroughfare, it occupies a remarkable position, connecting the St. Lawrence and the Atlantic, at a point where the New England coast approaches nearest to the western waters, and having a large and populous city at either terminus, with capacious harbors, and a rich intervening country, it cannot fail to be one of the most important and profitable roads yet commenced. From its peculiar position, it never can be subject to competition. It is the shortest and cheapest channel through which the travel and trade of the provinces can reach the sea-board, with a long line of natural and artificial communication, connecting Montreal with the western waters and the far west, it cannot be doubted that the completion of this last link will change entirely the channel of trade, open new resources, and add vastly to the business of the public works of the province, and to the wealth and enterprise of the country through which it passes. To the city of Montreal it is of vital importance. Situated as she will be at the foot of this long line of communication on the one hand, and within ten hours' ride of one of the best harbors on the Atlantic coast; on the other, she must unavoidably receive large accessions to her trade and commerce, and a vast increase of wealth."

The capital stock of the company is £

, divided into shares of £ each. Of this stock, 4,083 shares have been subscribed in Canada, 750 shares more will be absorbed in the contracts for the portion of the road under construction, and 700 shares remain on the list subscribed in Great Britain, making a total of 5,493 shares, and forming a capital of £274,650. *Vide Annual Report, 1847.*

It appears from the last annual report of the directors, of the 19th of January, 1848, that the right of way for the first thirty miles has been adjusted with 304 of the land owners. The first division of the work, lying between the St. Lawrence and Richelieu rivers, a distance of 16 miles, is in progress, and expected to be finished in August next. From the Richelieu to St. Hyacinthe the grading is in a state of much forwardness, and the bridge over the Richelieu nearly completed. The total amount of expenditure by the company to 1st November last, was £82,511 13s. 6d.

The prosperity of that part of the province through which this road will pass, has hitherto been greatly retarded from the want of water communication with its chief market, Montreal, and the consequent great expense of land carriage over the ordinary country roads. The disadvantage will be overcome by the railroad, which will, at all seasons, give the inhabitants of the neighboring counties a speedy, safe, and cheap means of access to market. The route as surveyed passes through the counties of Chambly, part Vercheres, Bouville, St. Hyacinthe, Shefford, Sherbrook, and Stanstead, and in the vicinity of Richelieu and Drummond, all of which counties will be materially benefitted by the construction of the railway, and it may be stated with confidence that at least 140,000 inhabitants of the province will be directly benefitted by this undertaking, without any reference to its favorable bearing on the interests of the province at large. *Vide Statistical Statement submitted to Parliament in 1844.*

The third and last great line of railway is that connecting Halifax and Quebec, and passing through Nova Scotia and New Brunswick.

The committee are happy to learn, from the speech from the throne at the beginning of the session, that the engineers to whom was entrusted the survey of this important route, have discovered a good and practicable line of road.

The province may therefore expect that the imperial government will ere long take this great national undertaking into its most favorable consideration. The committee have no data upon which to form a satisfactory opinion, as to the probable cost or profits of the line.

The expense has been variously estimated from three and a half to five millions. To this province it will be of immediate benefit as securing an access to the ocean, and the means of communication with the mother country at all seasons of the year, without being liable to the inconveniences which arise from the passing through a foreign country,

and will especially ensure us the regular and uninterrupted passage of the mails to and from Europe, with as much expedition as by the route through the United States, and without the annoyances lately suffered from the postal differences between that country and Great Britain.

Our sister colonies will participate in these advantages, and the road will be in a greater degree beneficial to them as passing through the settled parts of their country, and giving them a large and lucrative way business. Convinced of this, Nova Scotia and New Brunswick have entered upon the project with great vigor and enthusiasm.

To the imperial interests this road is of paramount importance, as affording the only sure communication with Canada during the winter months, and as the means of employing and settling a large number of the surplus laboring population of the empire. The magnitude of this undertaking is such, that the united action of the three provinces, aided by the mother country, will be required in order to carry it through. And the committee can also say with respect to it, that they are well assured that Canada will meet the views of the other provinces in the most liberal spirit, and will heartily concur in such measures as may be jointly agreed upon.

With respect to the two first lines of rail way, which may be considered as exclusively Canadian, the committee fear that, from the cost of their construction, and the want of capital in the province, they cannot, within any definite period, be completed by private enterprise.

It may also be considered as certain that the large amount of capital required for the unfinished and projected railways in Europe, and the present depression in the money market in England, will prevent British capitalists from investing their moneys in such distant enterprises, on the credit of the works alone, however favorable may be the prospects of a profitable return.

Unless, therefore, some assistance is afforded by the provincial government, the committee are apprehensive that the completion of these works will be postponed to an indefinite period, and that the province must submit to see itself fall behind the rest of the world in the great march of improvement, and with all its natural advantages, to sink into a hopeless inferiority in comparison with the neighboring States.

The Great Western and the St. Lawrence and Atlantic railways are both applicants for aid from the province, and should the government think themselves justified in entertaining the proposition at all, the committee would respectfully recommend that such aid should, in the first place, be granted to these two railroads, as being now in actual progress. The remainder of the great line, from Quebec to Hamilton, might afterwards be assisted as circumstances would permit, and the committee are of opinion that the success of the two railways above mentioned, when finished, will be so decided as to induce capitalists, by degrees, to undertake the whole line.

Three modes by which the provincial government might assist these companies are suggested by the directors of the Great Western railroad. 1st. By a direct loan on the security of the road and property. 2d. By taking stock to a specified amount. And, 3d. By guaranteeing six per cent. interest to any capitalists taking the stock and completing the works.

The committee are fully impressed with the conviction that these railroads can only be completed by the hearty concurrence of the government, and that such concurrence must be regulated by a prudent regard to the state of the finances of the province, and the preservation of the public credit.

It is not, therefore, the desire of the committee, nor is it within their province, to do more than invite the serious attention of the legislature and government to these propositions, and to submit them for their most favorable consideration.

Whenever the government may feel themselves justified to take up the subject, with a view to grant the assistance prayed for, the committee are of opinion that the guaranteeing of the legal interest to capitalists will be found the least objectionable mode.

Increasing the debt of the province by a large loan may have a prejudicial effect on the public credit; and the objection to the province becoming a stockholder in these works, in connection with private capitalists, are also obvious. It would appear from the application of the two companies, that a million of money, in addition to their present funds, would enable them to finish their undertakings. And that, were the government to guarantee the interest on that amount, the stock so guaranteed could be readily disposed of at par.

It is confidently expected that these two railroads will, when completed, return an ample revenue, and that the province will never be called on to advance a farthing on their guarantee.

But looking at the subject in its worst point of view, even if the railroads or either of them did not for the first few years meet the whole interest on the amount guaranteed—the province would only be liable for the deficiency.

The committee are decidedly of opinion, that under no circumstances could such deficiency exceed three per cent. of the interest, and in such case the whole amount of the annual liability of the province would not be more than £30,000, a sum of no importance when compared with the great objects attained.

The committee, in conclusion, beg leave to call the attention of the legislature to the able and satisfactory letter of Mr. Lott Clark, of New York, of the 1st of March, 1848, to Sir Allan McNab, the president of the Great Western railroad company, hereunto annexed, showing to what extent and in what manner similar enterprises have been aided by the States of the neighboring Union.

All which is respectfully submitted.

ALLAN N. McNAB, Chairman.

23d March, 1848.

[From the Philadelphia "Commercial List."]
Pennsylvania Coal Trade for 1848.

From the Lehigh Mines.

The amount of coal shipped from the Lehigh mines during the week ending the 23d May, and since the opening of the navigation, has been as follows:

	This week.	Total this year—tons.
By Lehigh company.....	7,377 19.	37,112 13
By Room Run.....	4,668 14.	24,244 16
By Hazleton.....	2,858 00.	15,176 00
By Beaver Meadow.....	1,050 00.	13,234 04
By Spring Mountain.....	1,790 19.	11,001 08
By Buck Mountain.....	2,405 11.	12,094 17
Total.....	20,151 03.	112,863 18

From the Schuylkill Mines.

The amount of coal forwarded by Reading railroad during the week ending the 25th May, and since the 1st of January, has been as follows:—

	Tons.
From Schuylkill Haven.....	14,401 14
" Pottsville.....	4,855 15
" Port Carbon.....	9,237 11
" Port Clinton.....	4,758 13

Total this week.....	33,243 16
Total this year.....	423,015 01

The amount of coal brought to market by the Schuylkill canal during the week ending the 25th May, and since the opening of the canal, has been as follows:—

	Tons.
From Pottsville and Port Carbon.....	9,597 08
" Schuylkill Haven.....	3,810 05
" Port Clinton.....	000 00

Total this week.....	13,407 13
Total this year.....	84,566 07

Recapitulation.—Total Shipments this Season.

By Lehigh companies.....	112,863 18
By Reading railroad.....	423,015 01
By Schuylkill canal.....	84,566 07
Total.....	620,445 06

Wilmington and Raleigh Railroad.

Twelfth Annual Report.

Continued from page 342.

REPORT OF THE EXAMINING COMMITTEE ON ACCOUNTS, ETC.

We, the committee, pursuant to the appointment made at the last annual meeting of the stockholders of the company, for the purpose of investigating the affairs of the company for the year ending the 31st October, 1847, beg leave to report that we have carefully examined the accounts of the company, compared the vouchers, way and freight bills, with the entries in the books, and find the same correct.

We find the total liabilities of the company on the 1st day of October, 1847, amounted to \$641,026, which sum is made up of the following items, viz:

For bonds sold in England, bearing 5 per cent. interest.....	\$222,666 67
For bonds endorsed by the State of North Carolina, at 6 per cent. interest.....	250,000 00
For bonds due the Literary Fund of N. Carolina, at 6 per cent. interest.....	85,000 00
By bills payable at bank and to individuals, at 6 per cent. interest.....	21,694 54
For scrip bonds to contractors, at 6 per cent. interest.....	1,793 43
For negro bonds due 1st Jan. 1843, do.....	505 00
" " " " 1845, do.....	894 00
" " " " 1846, do.....	545 48
" " " " 1847, do.....	2,999 00
" " " " 1848, do.....	18,523 50
By amount due on pay rolls and to sundry individuals for materials, labor, etc.	36,404 38

641,026 00

Amount of receipts from railroad and

steamboats for the year ending 1st October, 1847, viz:

Railroad.....194,128 89
Steamboats.....137,351 31

331,480 20

Amount of expenditures for railroad and steamboats for the same period, viz:

Railroad.....140,995 33
Steamboats.....118,945 22

259,942 60

Net profits from road and boats.....71,537 60

We further report there was in the hands of the treasurer of the company on the 1st day of October, 1846,

In cash.....\$3,358 56

That there was due the company from individuals, and in the hands of agents

etc.....7,704 09

Which together with the sum of.....71,568 60

Net profits of road and boats for the year ending 1st Oct., 1847, making the sum of.....82,630 25

That of the above sums, there has been applied to the payment and reduction of the debts of the company.....27,791 52

To the payment of interest.....37,121 82

For survey of the Wilmington and Manchester road.....100 00

For damages on tobacco.....129 85

There has been lost by counterfeit and uncurrent money.....501 25

Due the company from individuals and in the hands of agents, 1st Oct., 1847.....7,529 24

In the hands of the treasurer of the State of North Carolina to pay interest.....909 42

In the hands of the treasurer of the company, in cash, 1st Oct. 1847.....8,517 18

82,630 25

Comparative statement of the annual receipts, expenditures and profits of the company, together with a statement of the rates of fare, and number of passengers.

	Receipts.	Expenditures.	Profits.	No. passengers.	
				Through.	Way.
41	297,228 39	241,945 34	55,283 05	9742	5498
42	311,977 48	180,892 65	131,085 83	13	13
43	286,173 99	148,166 17	138,006 82	13	8450
44	269,523 75	203,633 24	65,890 51	13	10358
45	288,493 45	212,091 20	76,402 25	12	14018
46	317,822 49	289,682 45	28,140 04	12	11885
47	331,480 50	259,912 60	71,567 60	10	12,97

* Part of papers destroyed by fire.

PERSONS IN THE EMPLOY OF THE COMPANY.*

	Salary.
A president.....	\$2,000
1 secretary and treasurer.....	1,500
1 superintendent of road and repairs.....	1,200
1 steamboat agent at Wilmington.....	1,000
1 steamboat agent and mail carrier at Charleston, including wharf hands.....	1,400
1 clerk to treasurer.....	600
1 transportation agent at Wilmington.....	800
1 agent at Weldon.....	800
1 superintendent of shops and machinery.....	1,000

Respectfully submitted, H. NUTT,

J. GRISWOLD,

WM. S. BAKER.

The committee having had access to various authentic statistics, and having bestowed some considerable time and attention to the matter of a railroad connection with the Wilmington and Raleigh railroad, and the South Carolina railroads, deem it proper to present

* We omit the long list of persons, 458 in all, employed by the company—merely giving the heads of departments.

their views as to the result of such connection.

It will be seen by the foregoing comparative table, that the through travel has increased from the year ending 1st Oct. 1841, to the year ending 1st Oct., 1847, about 22 per cent., and that for the same period the way travel has increased upwards of 350 per cent., while the freight has increased in about a corresponding ratio with the way travel.

Now keeping in view the above gradual increase of through or long travel, and the great annual increase of the way travel and freight, all of which are matters of fact and of record, together with the vast increase which must inevitably occur by a railroad connection instead of the present (undeservably unpopular, though safe) connection by steamboats, the extension of the South Carolina, Georgia and Alabama railroads, those of Georgia going rapidly onward into the heart of Tennessee, and will ere long probably reach the Mississippi river, and the increased intercourse between the Atlantic States and Louisiana, Texas and Mexico, they think they hazard nothing in saying, that in addition to the regular annual increase there would be a further increase of at least 100 per cent. in the through travel on the completion of this connection; but to be within bounds, with an earnest desire not to misstate, or deceive any one, they make the following statement based upon an increase of only 50 per cent., which they believe, when duly considered, must be manifest to any person. They, therefore, respectfully submit the following statement:

Capital stock of the company, being amount of stock paid in, viz.....\$1,338,143 00
And amount of company's debts on 1st October, 1847.....641,025 00

1,979,169 00

Deduct therefrom value of four steamers, furniture, provisions, etc., and wharf and lot in Charleston.....183,000 00

Leaving, as capital stock, the sum of.....1,796,169 00

Now take the railroad receipts for the year ending 1st Oct., 1847, (excluding those of the boats).....194,128 89

And add thereto 50 per cent. for increased receipts.....97,064 44

291,193 33

Expenditures of railroad for same period, including new iron and every expense.....140,995 33

Add thereto ten per cent., which is ample for increased expense of transportation.....14,099 53—155,094 85

And you have for net profit.....\$136,098 48

Which is upwards of 7½ per cent. upon the capital as above stated; and within a small fraction of 7 per cent. on the capital stock paid in, together with the debts of the company, exclusive of the amount to be derived from the sale of the boats.

REPORT OF THE ENGINEER & SUPERINTENDENT.

Office Wilm. and Raleigh R. R. Co., }
Wilmington, Oct. 1, 1847. }

GEN. ALEX. McRAE, President.

Sir: I have the honor of submitting the following report of the department under my charge for the past year:

Immediately after entering upon the duties of my office, in the early part of March last, I made a critical and thorough examination of the road. I found the ditches in many places filled up, and as a natural consequence the road did not have its proper level or alignment. The bridges and truss works, especially the latter, were much decayed. To remedy the first, directions were given to cut the ditches, particularly in excavations, wider and deeper than the original dimensions, which has in a great measure been accomplished. The force employed on repairs of bridges and truss works was materially increased, by drawing hands from other portions of the road, and employing some few white carpenters. The necessity of this will be better understood when it is known that there is 4½ miles of truss work, the greater part of which was constructed on piles, now rapidly decaying, and requiring new timbers which shall rest on the ground. The truss works at Rockfish, Neuse river, and Swift creek, and the lattice bridges at Rockfish and Quanky, have undergone thorough repairs—the latter having been newly covered with cypress plank.

A dirt train was organized and put in operation, for the purpose of filling up the truss crossings, and continued to perform effective service, until it became necessary to withdraw the hands to lay down iron. Neuse river and Rockfish truss works having no adjacent excavations, can be filled in much cheaper by earth taken from the sides, and I recommend that this plan be adopted.

Annexed will be found the expenditures from the 5th of March, (including negro bonds from the 1st January) arranged under two heads, viz: road repairs and transportation. The first embraces all the expenses of keeping the road in repair during that period—and the second, that portion of the transportation department proper, which includes the purchase of wood, the cost of keeping depots and water stations, and other incidental expenses. The object of classifying the accounts in this way, is to exhibit annually the cost of each item, which cannot be otherwise obtained. The treasurer's abstract of expenditures shows the amount paid or credited in his books for each department, without reference to the date of the account, while my books exhibit the amount for all articles procured during the year only. Hence the discrepancy in the accounts.

It will be seen that the expenditure for railing is a large one, and it will continue to increase so long as the present 2 x 4 iron is in use. Pitch pine, such as is used for railing, will last an average of seven years, yet without a large quantity of heavy iron, one-third of the amount on the whole road will require renewing the ensuing year. This is caused by the iron being crushed into the wood, separating its fibres, and requiring a new rail, long before the timber exhibits the least sign of decay. Consequently, the amount of railing annually required will continue to increase in a greater ratio as the iron becomes more broken. I think, therefore, arrangements should be made to purchase an-

usually sufficient iron to renew at least 20 miles of road, which will take nearly eight years to relay the whole road—quite as long, under any circumstances, as the present small bar can be safely used. If this is not done, the repairs of road, locomotives, coaches and cars, will, in a few years, amount to quite as much as is now necessary annually to purchase the iron.

Experience has so conclusively demonstrated the superiority of the heavy H and bridge rails over every other form known, that it is unnecessary to recommend the adoption of one of these patterns, if the company's means are adequate for that purpose. The repairs of a road constructed with this iron will not exceed \$175 per mile, while the past year the expenses were \$510, and the repairs of locomotives and cars would decrease in like ratio.

Next is the flange rail, which may be used with success, provided the bearing surface and thickness are sufficient to prevent being embedded in the wood. The estimates are intended for this pattern, weighing 48 tons per mile.

Bills of lading have been received for 107 tons 2½ x inch, and 70 tons 2½ x ¾ iron ordered by yourself, a part of which has been received, and is being rapidly laid down.

26 1 10 tons of broken iron unfit for use have been sold, and there is about 80 tons on hand to be shipped as soon as a vessel can be procured to take it.

In the annexed estimate of expenses for the ensuing year, will be found the following items, not included in former estimates, viz: Roofing Northeast, Rockfish, and Neuse river lattice bridges, warehouse at Stricklands, and putting draw for the passage of boats at Neuse river. These expenditures, together with the increased amount estimated for iron are deemed indispensably necessary, and swell the amount beyond former years, but in other respects they do not differ materially.

The large expenditure for wood was caused by the completion of contracts originally intended by steamboats, but for want of motive power, it has been decided to use it as the adjacent depots; and, also, by a large quantity cut in clearing the sides of the road.

Very respectfully,

Your obedient servant,

L. J. FLEMING,
Engineer and Superintendent.

Expenditures from the 5th March, 1847, to the 1st Oct., 1847, including negro bonds from the 1st of January.

ROAD REPAIRS FOR	
372,981 line feet railing.....	\$12,230 13
9,779 " sills.....	1,748 15
194,848 sup'l feet truss timber.....	1,722 15
spikes.....	1,066 10
iron.....	12,911 55
Provisions, clothing and tools.....	5,113 04
Pay of officers, overseers and hands....	7,816 54
Negro bonds from 1st Jan., 1847, to date.	10,383 38
Cost of running timber and dirt train...	1,200 00
Miscellaneous.....	242 24
Total.....	53,753 28
Deduct amount received from sale of old iron.....	914 38
	52,839 90

TRANSPORTATION FOR	
5,556½ cords of wood.....	5,398 73
Bonds for negroes at water stations from 1st Jan., 1847, to date.....	1,053 75
Cost of keeping water stations, including agency at Weldon.....	1,889 89
Timber for Weldon shed.....	153 34
Repairs, warehouses and water stations.....	236 87
	8,732 58
Total.....	61,571 48

ESTIMATES FOR THE ENSUING YEAR.	
Railing, 500,000 lineal feet.....	\$16,400
Sills, 38,000.....	8,550
Truss timber, 400,000 sup'l feet.....	2,400
Iron, 960 tons flange rail.....	69,120
Spikes, 30 tons.....	3,500
Master carpenter, 1.....	730
Overseers, 18.....	6,480
Negro hire for common repairs, 200.....	14,000
" timber and dirt trains, 30.....	2,100
" for carpenters, 25.....	3,750
Cost of running timber and dirt trains.....	1,920
Provisions, clothing and tools.....	7,800
Wood, 5000 cords.....	5,000
Depot agents including agency at Weldon..	3,500
Warehouses and Weldon shed.....	8,500
Roofing Northeast and Rockfish bridges....	1,250
Roofing Neuse bridge and putting draw in..	850
Miscellaneous.....	2,500
	150,700
Deduct for old iron on hand and to be taken up in laying new.....	14,500
	136,200

REPORT OF THE STEAMBOAT AGENT.

Gen. Alex. McRae Prest. W. & R. R.R. Co.

Sir: Since my last annual report, the expenses of the steamboat department have far exceeded the ordinary amount, owing to the demands of the travelling public, requiring extensive alterations of the boats.

The Gov. Dudley was sent, by order of the board of directors, to New York, where she underwent extensive alterations, under the supervision of Mr. C. Vanderbilt, (and a more practical man could not have been selected.) and such was her appearance on her return, it was thought advisable to give the C. Vanderbilt the same alteration; and then it was found necessary to give the Wilmington the same form, as she required large repairs, which are completed. She is now ready to take her station on the line. These three boats are now in complete order, well worthy the public confidence.

The Gladiator will require the same alterations, but not the same extensive repairs.—And I would respectfully suggest her overhauling be deferred until spring, when we will have longer days and may look for better weather.

For the want of punctuality in the wood contractors for 1846, a large outlay of money was required to supply the deficiency, and as the new contracts did not commence until the 1st of January, 1847, and some of them being new contractors, they did not commence the delivery until the 1st of March; this will account for the increase of this article this year. It is estimated we consume from 11 to 12,000 cords annually; from the best estimate I can make there is on hand (on the wharf) 1,000 cords, and stores, rigging, etc., to the amount of \$1200. Respectfully submitted,

JOHN A. TAYLOR, Steamboat Agent.

Statement showing the number of miles run by each engine for the year ending 1st Oct., 1847.									
Names of Engines.	Number.	The No. days engine was in service.		No. of days employed on freight train.		No. of miles run on freight train.		No. of miles run on mail train.	
		in ser.	in repair.	freight train.	mail train.	freight train.	mail train.	freight train.	mail train.
1 Henry Clay.....	1	251	63	4	754	1186	24462	24462	24462
2 Johnson.....	2	67	239	117	254	3988	20088	20088	20088
3 W. H. Haywood.....	3	124	117	49	63	3988	25596	25596	25596
4 W. A. Graham.....	4	156	49	564	30	17982	17172	17172	17172
5 E. B. Dudley.....	5	180	71	53	63	2146	394	394	394
6 Edgecombe.....	6	243	75	26	136	3344	2916	2916	2916
7 Brunswick.....	7	240	73	10	163	2804	1458	1458	1458
8 Duplin.....	8	244	69	11	244	9702	6320	6320	6320
9 Cumberland.....	9	244	24	32	15	10612	940	940	940
10 Halifax.....	10	198	169	46	15	3262	11820	11820	11820
11 J. K. Polk.....	11	184	121	10	15	3640	1190	1190	1190
12 J. C. Calhoun.....	12	15	10	15	15	3640	1190	1190	1190
13 Bladen.....	13	15	10	15	15	3640	1190	1190	1190
14 Greene.....	14	15	10	15	15	3640	1190	1190	1190
15 New Hanover.....	15	15	10	15	15	3640	1190	1190	1190
16 Sampson.....	16	15	10	15	15	3640	1190	1190	1190
17 Nash.....	17	15	10	15	15	3640	1190	1190	1190

- REMARKS.
1. Norris engine, large class in good order.
 2. Baldwin engine, undergoing repairs.
 3. Burr, Pea & Sampson engine, in good order.
 4. Baldwin engine, large class, in good order.
 5. Burr, Pea & Sampson engine, in good order.
 6. Norris, small class engine, in good order.
 7. Do. do. now running, wants repairs.
 8. Do. do. in good order.
 9. Do. do. do.
 10. Burr & Sampson small engine, wants repairs.
 11. Baldwin large class engine, in good order.
 12. Do. do. do.
 13. Norris small class engine, undergoing repairs.
 14. Unfit for service until rebuilt.
 15. Norris engine, light class, out of order.
 16. Out of order.
 17. Do. do.

T. SHRADER, Supt. of Machinery.

The Wilmington and Raleigh Railroad Co.
in Account Current to 1st October, 1847,
with James S. Green, Treasurer.

Dr.	
To amount paid for construction of railroad and steam packets.....	\$2,252,569 96
Do. paid for real estate.....	22,482 46
Do. on deposit in Branch bank Cape Fear at Raleigh, to pay int. 609 42	
Do. in hands C. L. Hinton, State treasurer, to pay interest.....	300 00
	909 42
Do. paid 1st and 2d instalment of subscription to survey of Wilmington and Manchester road.....	150 00
Do. due on J. J. Bryan's stock, twenty shares, taken by the company for balance due.....	950 00
Do. bills receivable.....	853 37
Do. due by agents.....	2,818 60
Do. due by individuals.....	2,840 93
Do. due from postoffice depart.....	1,016 31
	7,529 91
Do. counterfeit and uncurrent money on hand.....	3,049 90
Do. cash on hand to balance.....	8,547 05
	11,595 25
	2,096,186 30

	Cr.
By amt received from stock subscribed	\$1,338,143 08
Do. bonds payable in London	222,666 67
Do. of bonds endorsed by the State of North Carolina	250,000 00
Do. of bonds to Literary fund N.C.	85,000 00
Do. of bills receivable to bank and to individuals	21,691 51
Do. of scrip payable to con- tractors	1,793 43
Do. due on pay rolls, shop, boat and road	7,901 16
Do. due contractors	10,613 52
Do. due to other individuals	16,142 31
Do. of negro bonds for 1842	505 00
Do. " " 1844	891 00
Do. " " 1845	545 48
Do. " " 1846	2,999 00
Do. " " 1847	18,523 50
Do due agent	1,747 36
	641,026 00
By balance of profit and loss account	45,449 62
By steamboat account, being profits for the year	18,434 03
By railroad, do. do.	53,133 57
	71,567 60
	\$2,096,186 30

1847, Oct. 1. By balance brought down, 8,547 05
E. and O. E. JAMES S. GREEN, Treasurer.
Wilmington, October 1, 1847.

PENNSYLVANIA RAILROAD COMPANY.
Notice is hereby given that the **FOURTH** **INSTALMENT OF FIVE DOLLARS** per share on the Capital Stock of this Company, is required to be paid on or before the 1st day of July next.—The **FIFTH INSTALMENT OF FIVE DOLLARS** per share, on or before the 1st day of September, and the **SIXTH INSTALMENT OF FIVE DOLLARS** per share on or before the 1st day of November next, at the office, No. 70 WALNUT Street.

Payments will be received of one or more instalments, or the Stock may be paid in full at the option of the stockholders, and interest will be allowed from date of payment.

Instalments not paid punctually will be subject to the penalty of one per cent. per month, as required by law.
GEORGE V. BACON, Treasurer.
May 13—81

NEW PATENT CAR WHEELS.

THE SUBSCRIBERS ARE NOW MANUFACTURING Metallic Plate Wheels of their invention, which are pronounced by those that have used them, a superior article, and the demand for them has met the most sanguine expectations of the inventors. Being made of a superior quality of Charcoal Iron, they are warranted equal to any manufacture.

We would refer Railroad Companies and others to the following roads that have them in use. Hartford and New Haven, Connecticut River Railroad, Housatonic, Harlem, Farmington, and Stonington.
SIZER & CO.
January 29, 1848. if Springfield, Mass.

THE SUBSCRIBERS ARE PREPARED TO execute orders at their Phoenix Works for Railroad Iron of any required pattern, equal in quality and finish to the best imported.

REEVES, BUCK & CO.,
Philadelphia.

ROBERT NICHOLS, Agent,
No. 79 Water St., New York.

DIRECT ACTION ENGINES FOR STEAMBOATS.

THE PATENT DOUBLE CYLINDERS,
AND ALSO
THE ANNULAR RING PISTON ENGINES,
of Messrs. Mouldslay, Sons & Field, of London, may be built in the United States, under license, which can be obtained of their agent,
THOMAS PROSSER, C. E.,
28 Platt street, New York.

May 6, 1848.

FULLER'S PATENT INDIA RUBBER Railroad Springs.—These Springs are composed of alternate layers of India Rubber rings and Metallic plates, and are superior to those made of steel, for the following among other reasons:—

First—On account of their extreme simplicity, and the impossibility of their being broken or damaged.

Second—Their lightness: the elastic material not being more than one-tenth of the weight of steel springs of similar strength, thereby saving many tons of dead weight in a long passenger train—a matter of great economy in working railroads.

Third—The facility with which the power of these springs may be regulated: first, by increasing or diminishing the diameter of the ring; and next, by increasing or diminishing the number of the rings in each Spring.

Fourth—It is a particularly good material for Buffers; because, when first pressed, they are much more elastic, and more easily acted on than steel; whilst the power of resistance, after yielding to a certain extent, increases in such a ratio as to prevent the possibility of the Buffer-head being brought to a dead hard stop. And from this arrangement, the most valuable results may be anticipated in cases of collision.

Fifth—The easy motion given to the cars and engines which are fitted with these Springs—there being none of that jarring or vibratory motion so apparent with steel springs; and consequently there is a great saving of wear and tear, both to the cars and the permanent way. The recoil of a steel spring is frequently more harsh than the actual giving of the spring in the first instance, and this recoil is altogether obviated by India Rubber Springs.

Sixth—The cost of India Rubber Springs will be found less than those of steel, and they are calculated to last very much longer.

These Springs and Buffers have now been tried for upwards of three years, under very able superintendence, and with the most decided success. They are in general use upon the principal lines in England and Scotland, (among which may be mentioned the Great Western, the Midland, the London and North-Western, the Eastern Counties, London and Brighton, London and Dover, North Staffordshire, and Caledonian Companies.) They are also used in other parts of Europe. The patentee, therefore, feels justified in stating that he is prepared to furnish not only a more efficient Spring and Buffer than any hitherto in use, but a more durable one, and upon terms which will effect a considerable saving to Companies.

The most satisfactory trials have been made as to the non-liability of this material being affected by extremes of cold or heat; nor will any amount of pressure permanently alter its shape or structure. The patentee therefore submits the invention to the public, with the confident anticipation of its successful and general adoption.

The patent for this invention was granted to Mr. W. C. FULLER, in October, 1846, and the same gentleman has patents for it in England and other countries in Europe. The sole Agent in the United States is Mr. G. M. KNEVITT, who will show models and drawings of the various modes of application to passenger cars, engines, tenders, wagons, etc., and give further particulars as to its satisfactory working; and is prepared to supply the Springs in any quantity, or to grant licenses for manufacturing them.

Principal Office, 78 Broad Street, New York.
And a Branch Office at Messrs JAMES LEE & CO.'S, 18 India Wharf, Boston.

CHILLED RAILROAD WHEELS.—THE undersigned, the Original Inventor of the Plate Wheel with solid hub, is prepared to execute all orders for the same, promptly and faithfully, and solicits a share of the patronage for those kind of wheels which are now so much preferred, and which he originally produced after a large expenditure of time and money.

A. TIERS.
Point Pleasant Foundry,
He also offers to furnish Rolling Mill Castings, and other Mill Gearing, with promptness, having, he believes, the largest stock of such patterns to be found in the country.
Kensington, Philadelphia Co.,
March 12, 1848.

FAIRBANKS' RAILROAD SCALES.

THE Subscribers are prepared to construct at short notice, Railroad and Depot Scales, of any desired length and capacity. Their long experience as manufacturers—their improvements in the construction of the various modifications, having reference to strength, durability, retention of adjustment, accuracy of weight and despatch in weighing—and the long and severe tests to which their scales have been subjected—combine to ensure for these scales the universal confidence of the public.

No other scales are so extensively used upon Railroads, either in the United States or Great Britain; and the manufacturers refer with confidence to the following in the United States.

Eastern Railroad,	Boston and Maine R. R.,
Providence Railroad,	Providence & Wor. R.R.,
Western Railroad,	Concord R. R.,
Old Colony Railroad,	Fitchburg R. R.,
Schenectady Railroad,	Syracuse and Utica R. R.,
Baltimore & Ohio Road,	Baltimore & Susq. R. R.,
Phila. & Reading Road,	Schuylkill Valley R. R.,
Central (Ga.) Railroad,	Macon and Western R.R.,
	New York and Erie Railroad;

and other principal Railroads in the Western, Middle and Southern States.

E. & F. FAIRBANKS & CO.
St. Johnsbury, Vt.
Agents { FAIRBANKS & Co., 81 Water st. N. York.
A. B. NORRIS, 196 Market st., Philad.
April 22, 1848. ly*17

WILLIAM JESSOP & SONS, CELEBRATED CAST-STEEL

The subscribers have on hand, and are constantly receiving, from their manufactory,

PARK WORKS, SHEFFIELD.

Double Refined Cast Steel—Square, flat & octagon.
Best warranted Cast Steel—Square, flat & octagon.
Best Double and Single Shear Steel—Warranted.
Machinery Steel—Round.
Best and 2d gy. Sheet Steel—for Saws and other purposes.

German Steel—flat and sq., "W. I. & S." "Engle" and "Goat" Stamps.
Genuine "Sykes," L Blister Steel.
Best English Blister Steel, etc., etc.

All of which are offered for sale on the most favorable terms, by WM. JESSOP & SONS,
91 John Street, New York.

Also by their Agents—
Curtis & Hand, 47 Commerce St., Philadelphia.
Alex'r Fullerton, & Co., 119 Milk St., Boston.
Stickney & Beatty, South Charles St., Baltimore.
May 6, 1848.

MATTEWAN MACHINE WORKS.

THE MATTEWAN COMPANY HAVE added to their Machine Works, an extensive LOCOMOTIVE ENGINE department, and are prepared to execute orders for Locomotive Engines of every size and pattern—also, Tenders, Wheels, Axles, and other Railroad Machinery, to which they ask the attention of those who wish such articles, before they purchase elsewhere.

STATIONARY-ENGINES, BOILERS, ETC.,
Of any required size or pattern, arranged for driving Cotton, Woollen, or other Mills, can be had on favorable terms, and at short notice.

COTTON AND WOOLLEN MACHINERY,
Of every description, embodying all the modern improvements, second in quality to none in this or any other country, made to order.

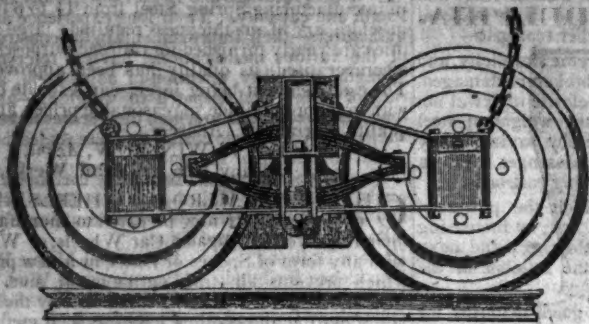
MILL GEARING.

Of every description, may be had at short notice, as this company has probably the most extensive assortment of patterns in this line, in any section of the country, and are constantly adding to them.

TOOLS.

Turning Lathes, Slabbing, Planing, Cutting, and Drilling Machines, of the most approved patterns, together with all other tools required in machine shops, may be had at the Mattewan Company's Shops, Fishkill Landing, or at
39 Pine Street, New York.
WM. B. LEONARD, Agent.

RAY'S EQUALIZING RAILWAY TRUCK.—THE SUBSCRIBER having recently formed a business connection in the City of New



York, expressly for the manufacture of the newly patented and highly approved Railroad Truck of Mr. Fowler M. Ray, is ready to receive orders for building the same, from Railroad Companies and Car Builders in the United States, and elsewhere.

The above Truck has now been in use from one to two years on several roads a sufficient length of time to test its durability, and other good qualities, and to satisfy those who have used it, as may be seen by reference to the certificates which follow this notice.

There have been several improvements lately introduced upon the Truck, such as additional springs in the bolster of passenger cars, making them delightful riding cars—adapting it to tenders, trucks forward of the locomotive, and freight cars, which, with its original good qualities, make it in all respects the most desirable truck now offered to the public.

Orders for the above, will, for the present, be executed at the New York Screw Mill, corner 33d street and 3d avenue, (late P. Cooper's rolling mills) and at the Steam Engine Shop of T. F. Secor & Co., foot of 9th street, East

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T. L., and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse, S. E. Corner of Third & Walnut Streets,
PHILADELPHIA.

MANUFACTURE OF PATENT WIRE
Rope and Cables for Inclined Planes, Standing Ship Rigging, Mines, Cranes, Tillers etc., by
JOHN A. ROEBLING, Civil Engineer,
Pittsburgh, Pa.

These Ropes are in successful operation on the planes of the Portage Railroad in Pennsylvania, on the Public Slips, on Ferries and in Mines. The first rope put upon Plane No. 3, Portage Railroad, has now run 4 seasons, and is still in good condition. 92v11y

NICOLL'S PATENT SAFETY SWITCH
for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee
G. A. NICOLLS,
Reading, Pa.

1845

Reading, Pa.

river, (of which firm the subscriber was late a partner) under the immediate supervision of Mr. Ray himself.

Several sets of trucks containing the latest improvements have recently been turned out for the New York and Erie railroad, and the New Jersey Transportation company, which may be seen upon said roads.

The patronage of Railroad Companies and Car Builders is respectfully solicited.

New York, May 4, 1846.

W. H. CALKINS, and Others.

To all whom it may concern:—This is to certify that the New Haven, Hartford and Springfield railroad co., have had in use six sets of F. M. Ray's patent trucks for the last 20 months, during which time it appears to me, they have proved to be the best and most economical truck now in use.

[Signed,]

WILLIAM ROE, Supt of Power.

I certify that F. M. Ray's Patent Equalizing Railroad Truck has been in use on the Philadelphia and Reading railroad for some time past, under a passenger car.

For simplicity of construction, economy in cost, lightness of material, and extreme ease of motion, I consider it the best truck we have ever used. Its peculiar make also renders it less liable to be thrown off the track, when passing over any obstruction. We intend using it extensively under the passenger and freight cars of the above road.

Reading, Pa., October 6, 1845.

[Signed,] G. A. NICOLL,

Supt. Transportation, etc., Philadelphia and Reading Railroad.

To all whom it may concern:—This is to certify that the N. Jersey Railroad and Transportation company have used Fowler M. Ray's Truck for the last seven months, during which time it has operated to our entire satisfaction. I have no hesitation in saying that it is the simplest and most economical truck now in use.

[Signed,] T. L. SMITH,

Jersey City, November 4, 1845.

N. Jersey Railroad and Transp. Co.

This is to certify that F. M. Ray's Patent Equalizing Railroad Truck has been in use on the Long Island railroad for the last year, under a freight car.

For simplicity of construction, economy in cost, lightness of material and ease of motion, I consider it equal to any truck we have in use.

Long Island Railroad Depot,

[Signed,] JOHN LEACH,

Jamaica November 12, 1845.

1y19

Supt Motive Power.

RAILROAD SCALES.—THE ATTEN-

tion of Railroad Companies is particularly requested to Ellicott's Scales, made for weighing loaded cars in trains, or singly, they have been the inventors, and the first to make platform scales in the United States; supposing that an experience of 20 years has given a knowledge and superior advantage in the business.

The levers of our scales are made of wrought iron, all the bearers and fulcrums are made of the best cast steel, laid on blocks of granite, extending across the pit, the upper part of the scale only being made of wood. E. Ellicott has made the largest Railroad Scale in the world, its extreme length was one hundred and twenty feet, capable of weighing ten loaded cars at a single draft. It was put on the Mine Hill and Schuylkill Haven Railroad.

We are prepared to make scales of any size to weigh from five pounds to two hundred tons.

ELLICOTT & ABBOTT.

Factory, 9th street, near Coates, cor. Melon st.
Office, No. 3 North 5th street,
Philadelphia, Pa.

1y25

LAP-WELDED WROUGHT IRON TUBES

FOR

TUBULAR BOILERS,

FROM 1 1-2 TO 8 INCHES DIAMETER.

These Tubes are of the same quality and manufacture as those so extensively used in England, Scotland, France and Germany, for Locomotive, Marine and other Steam Engine Boilers.

THOMAS PROSSER,

Patentee.

28 Platt street, New York.

LAWRENCE'S ROSENDALE HYDRAULIC CEMENT. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Floors, and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight paper-barrels, by
JOHN W. LAWRENCE,
142 Front street, New York.

Orders for the above will be received and promptly attended to at this office. 32 1y

TO RAILROAD COMPANIES AND MANUFACTURERS OF RAILROAD MACHINERY.

The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

245 N. E. cor. 12th and Market sts. Philad., Pa.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gear, of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

245 President of the Newcastle Manuf. Co.

NORWICH CAR FACTORY,
NORWICH, CONNECTICUT.

At the head of navigation on the River Thames, and on the line of the *Norwich and Worcester Railroad*, established for the manufacture of

RAILROAD CARS,

OF EVERY DESCRIPTION, VIZ: PASSENGER, FREIGHT AND HAND CARS,

ALSO, VARIOUS KINDS OF

ENGINE TENDERS AND SNOW PLOUGHS, TRUCKS, WHEELS & AXLES

Furnished and fitted at short notice.

Orders executed with promptness and despatch.

Any communication addressed to

JAMES D. MOWRY,

General Agent,

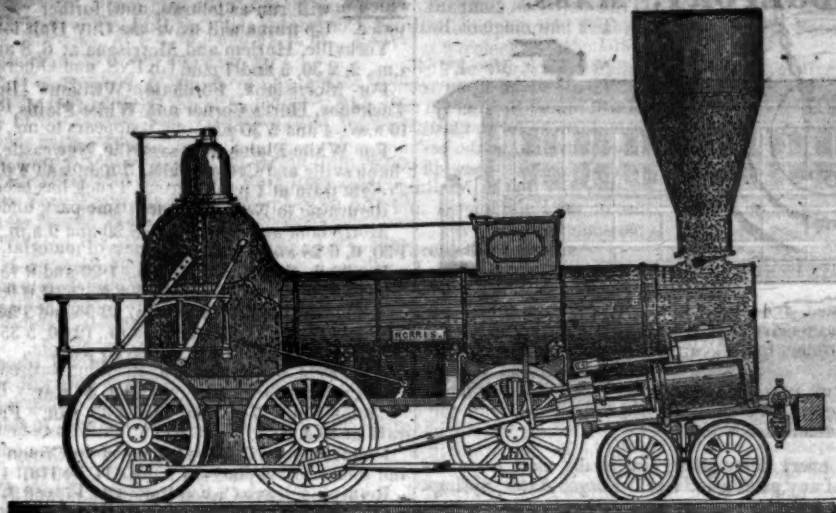
Norwich, Conn.,

Will meet with immediate attention.

1y8

NORRIS' LOCOMOTIVE WORKS.

BUSHHILL, SCHUYLKILL SIXTH-ST., PHILADELPHIA.



THE UNDERSIGNED Manufacture to order Locomotive Steam Engines of any plan or size. Their shops being enlarged, and their arrangements considerably extended to facilitate the speedy execution of work in this branch, they can offer to Railway Companies unusual advantages for prompt delivery of Machinery of superior workmanship and finish.

Connected with the Locomotive business, they are also prepared to furnish, at short notice, Chilled Wheels for Cars of superior quality.

Iron and Brass castings, Axles, etc., fitted up complete with Trucks or otherwise.

NORRIS' BROTHERS.

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Paterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, Paterson, N. J., or 60 Wall street, N. York.

PIG AND BLOOM IRON.—THE SUBSCRIBERS are agents for the sale of numerous brands of Charcoal and Anthracite Pig Iron, suitable for Machinery, Railroad Wheels, Chains, Hollowware, etc. Also several brands of the best Puddling Iron, Juniata Blooms suitable for Wire, Boiler Plate, Axe Iron, Shovels, etc. The attention of those engaged in the manufacture of Iron is solicited by

A. WRIGHT & NEPHEW;

12th Vine St. Wharf, Philadelphia.

T. & C. WASON, Manufacturers of every style of Freight and Baggage Cars.—Forty rods east of the depot, Springfield, Mass.

Running parts in sets complete, Wheels, Axles, or any part of cars furnished and fitted up at short notice and in the best manner.

N. B. Particular attention paid to the manufacture of the most improved Freight Cars. We refer to the New Haven, Hartford and Springfield; Connecticut River; Harlem; Housatonic, and Western, Mass., Railroads, where our cars are now in constant use.

Dec. 25, 1847.—1y.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1½ to 6 inches in width, and of any thickness required; large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,
Albany Iron and Nail Works,

CHILLED RAILROAD WHEELS.—THE undersigned are now prepared to manufacture their Improved Corrugated Car Wheels, or Wheels with any form of Spokes or Disks, by a new process which prevents all strain on the metal, such as is produced in all other chilled wheels, by the manner of casting and cooling. By this new method of manufacture, the hubs of all kinds of wheels may be made whole—that is, without dividing them into sections—thus rendering the expense of banding unnecessary; and the wheels subjected to this process will be much stronger than those of the same size and weight, when made in the ordinary way.

A. WHITNEY & SON,

Willow St. below 13th,

Nov. 10, 1847. [H.] Philadelphia, Penna.

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. J445



THE SUBSCRIBER has on hand a good assortment of his best Leveling and Surveying Instruments, among them his improved Compass for taking angles without the needle—also Bells, suitable for Churches, Railroad Depots, etc.

ANDREW MENEELY,

West Troy, May 12, 1847.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. L. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Jarviers, Baltimore; Degrand & Smith, Boston.

••• Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

J445

DAVENPORT & BRIDGES'

CAR WORKS, CAMBRIDGEPORT, MASS.



Manufacture to Order, Passenger and Freight Cars of every description, and of the most improved pattern; also furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices.

All orders punctually executed and forwarded to any part of the country.

Our Works are within fifteen minutes ride from State street, Boston—Omnibuses pass every fifteen minutes.

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved Spark-Arrester recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger & freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

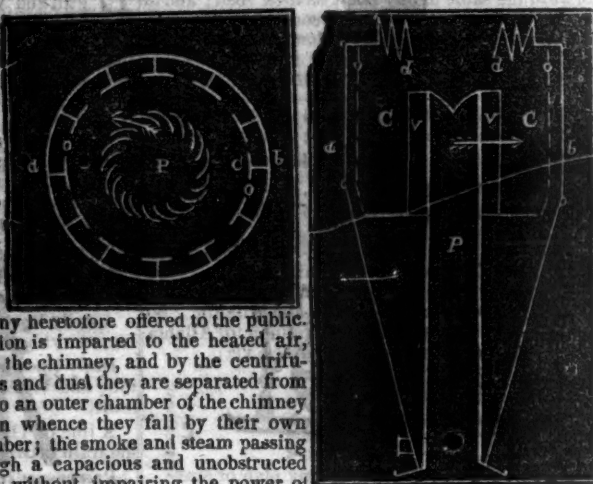
These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits.

R. L. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, care Messrs. Baldwin & Whitney, of this city or to Hinckley & Drury, Boston, will be promptly executed. FRENCH & BAIRD.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

The letters in the figures refer to the article given in the Journal of June, 1844.



THE SUBSCRIBER IS PREPARED TO execute at the Trenton Iron Works, orders for Railroad Iron of any required pattern, and warranted equal in every respect in point of quality to the best American or imported Rails. Also on hand and made to order, Bar Iron, Braziers' and Wire Rods, etc., etc. **PETER COOPER,** 1710 17 Burling Slip, New York.

RAILROAD IRON, PIG IRON, ETC.

600 Tons of T Rail 60 lbs. per yard.
25 Tons of 2½ by 1 Flat Bars.
25 Tons of 2½ by 9-16 Flat Bars.
100 Tons No. 1 Gatsbroughie.
100 Tons Welsh Forge Pigs.
For Sale by A. & G. RALSTON & CO.
No. 4 So. Front St., Philadelphia

NEW YORK & HARLEM RAILROAD CO.—Summer Arrangement.—On and after Tuesday, June 1st, 1847, the cars

will run as follows, until further notice. Up trains will leave the City Hall for—Yorkville, Harlem and Morrisana at 6, 8 and 11 a.m., 2, 2 30, 5 and 7 p.m.

For Morrisana, Fordham, Williams' Bridge, Tuckahoe, Hart's Corner and White Plains, 7 and 10 a.m., 4 and 5 30 p.m.

For White Plains, Pleasantville, Newcastle, Mechanicsville and Croton Falls, 7 a.m. and 4 p.m. Freight train at 1 p.m.

Returning to New York, will leave—Morrisana and Harlem, 7, 8 20 and 9 a.m., 1, 3, 1 30, 6, 6 25 and 8 p.m.

Fordham, 8 08 and 9 15 a.m., 1 20 and 6 15 p.m.

Williams Bridge, 8 and 9 08 a.m., 1 10, 6 08 p.m.

Tuckahoe, 7 38 and 8 25 a.m., 12 55 and 5 52 p.m.

White Plains, 7 10 and 8 35 a.m., 12 50, 5 35 p.m.

Pleasantville, 8 15 a.m. and 5 15 p.m.

Newcastle, 8 a.m. and 5 p.m.

Mechanicsville, 7 48 a.m. and 4 48 p.m.

Croton Falls, 7 30 a.m. and 4 30 p.m. Freight train at 10 a.m.

Freight train will leave 32d street for Croton Falls and intermediate places, 4 a.m. and City Hall 1 p.m.

Returning, leave Croton Falls 10 a.m. and 9 1 p.m.

ON SUNDAYS, the trains will run as follows: Leave City Hall for Croton Falls, 7 a.m., 4 p.m.

Croton Falls for City Hall, 7 30 a.m., 4 30 p.m.

Leave City Hall for White Plains and intermediate places, 7 and 10 a.m., 4 and 5 30 p.m.

White Plains for City Hall, 7 10 and 8 35 a.m., 12 30 and 5 35 p.m.

Extra trains will be run to Harlem, Fordham and Williams Bridge on Sunday, when the weather is fine.

The trains to and from Croton Falls will not stop on N. York island, except at Broome st. and 32d st.

A car will precede each train 10 minutes to take up passengers in the city.

Fare from New York to Croton Falls and Somers \$1, to Mechanicsville 87c., to Newenstle 75c., to Pleasantville 62c., to White Plains 50c.

251f

BOSTON AND MAINE RAILROAD.

Upper Route, to Portland and the East.

Summer Arrangement.

Commencing April 17, 1848.

Trains leave Boston as follows, viz:

For Portland at 7 A.M. and 2½ P.M.

For Great Falls at 7 a.m., 2½ and 4½ p.m.

For Haverhill at 7 and 11½ a.m., 2½, 4½ and 5½ p.m.

For Reading 7, 8½ and 11½ a.m., 2½, 4½, 5½, 6½ and 10 p.m.

Trains leave for Boston as follows, viz:

From Portland at 7½ a.m., and 3 p.m.

From Great Falls at 6½ and 9½ a.m., and 4½ p.m.

From Haverhill at 6½, 8½ and 11 a.m., 3 and 6½ p.m.

From Reading at 6, 7½, 9½, 11½ a.m., 1½, 4, 7½, 9½ p.m.

MEDFORD BRANCH TRAINS.

Leave Boston at 7, 9 a.m., 12½, 2½, 5½, 7, 10 p.m.

Leave Medford at 6½, 7½, 10½ a.m., 2, 4, 6, 9½ p.m.

The Depot in Boston is on Haymarket Square.

CHAS. MINOT, Sup't.

Boston, April 15, 1848.

BOSTON AND PROVIDENCE RAILROAD.

Summer Arrangement. On and after Monday, April 3, 1848, the

Trains will run as follows:

Steamboat Train—Leaves Boston daily, except Sunday, at 5 o'clock p.m.

Accommodation Trains—Leave Boston at 7 and 11 a.m. and 4 p.m., and Providence at 7½ and 11 a.m. and 4½ p.m.

Pawtucket Train—Leaves Boston at 4 p.m. and Pawtucket at 7, 10 a.m.

Dedham Trains—Leave Boston at 8 a.m., and 12½, 3½, 6½ and 9 p.m. Leave Dedham at 7 and 9½ a.m. and 2½, 5½ and 8 p.m.

Stoughton Trains—Leave Boston at 11½ a.m. and 5½ p.m. Leave Stoughton at 7, 10 a.m. and 3½ p.m.

WM. RAYMOND LEE, Sup't.

RAILROAD IRON AND LOCOMOTIVE

Tyres imported to order and constantly on hand by

A. & G. RALSTON

Mar. 20th 4 South Front St., Philadelphia.

NORWICH AND WORCESTER RAILROAD.

Summer Arrangement. Change of Hours. Commencing on Wednesday, May 1st, 1848.

Accommodation Trains, daily, (except Sunday.) Leave Norwich, at 6 a. m., and 4 p. m. Leave Worcester, at 10 a. m., and 4 p. m.

The morning Accommodation Trains from Norwich, and from Worcester, connect with the trains of the Boston, and Worcester and Western railroads each way.

The Evening Accommodation Train from Worcester connects with the 2 p. m. train from Boston.

New York Train via Steamboat—Leave Allyn's Point for Boston, every morning, except Monday, on the arrival of the steamboat from New York, stopping at Norwich and Danielsonville.

Leave Worcester for New York, upon the arrival of the train from Boston, at about 6 p. m., daily, except Sunday, stopping at Danielsonville and Norwich.

Freight Trains daily each way, except Sunday. Leave Norwich at 7, and Worcester at 6 30 a. m. Special contracts will be made for cargoes, or large quantities of freight, on application to the superintendent.

Fares are Less when paid for Tickets than when paid in the Cars. S. H. P. LEE, Jr., Sup't.

BALTIMORE AND SUSQUEHANNA RAILROAD.

Reduction of Fare. Morning and Afternoon Trains between Baltimore and York.—The Passenger

trains run daily, except Sunday, as follows:

Leaves Baltimore at 9 a. m. and 3 p. m. Arrives at 9 a. m. and 6 p. m. Leaves York at 5 a. m. and 3 p. m. Arrives at 12 p. m. and 8 p. m. Leaves York for Columbia at 1 p. m. and 8 a. m. Leaves Columbia for York at 8 a. m. and 2 p. m.

Fare to York \$1 50
" Wrightsville 2 00
" Columbia 2 12 1/2
Way points in proportion.

PITTSBURG, GETTYSBURG AND HARRISBURG.

Through tickets to Pittsburg via stage to Harrisburg \$9

Or via Lancaster by railroad 10

Through tickets to Harrisburg or Gettysburg 3

In connection with the afternoon train at 3 o'clock, a horse car is run to Green Spring and Owing's Mill, arriving at the Mills at 5 p. m.

Returning, leaves Owing's Mills at 7 a. m.

D. C. H. BORDLEY, Sup't. Ticket Office, 63 North st.

BALTIMORE AND OHIO RAILROAD.

MAIN STEM. The Train carrying the Great Western Mail leaves Baltimore every morning at 7 and

Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburg and Hancock, connecting daily each way with the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5 p. m. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 p. m., and from Frederick to Baltimore at 8 a. m.

WASHINGTON BRANCH.

Daily trains at 9 a. m. and 5 p. m. and 12 at night from Baltimore and at 6 a. m. and 5 p. m. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances.

13y1

PHILADELPHIA AND READING RAILROAD.

Passenger Train Arrangement for 1848.

A Passenger Train will leave Philadelphia and Pottsville daily, except Sundays, at 9 o'clock A. M.

The Train from Philadelphia arrives at Reading at 12 18 M.

The Train from Pottsville arrives at Reading at 10 43 A. M.

Fares.	Miles.	No. 1.	No. 2.
Between Phila. and Pottsville, 92	\$3 50 and \$3 00		
" " Reading, 58	2 25 and 1 90		
" " Pottsville, 34	1 40 and 1 20		

Five minutes allowed at Reading; and three at other way stations.

Passenger Depot in Philadelphia corner of Broad and Vine streets.

SOUTH CAROLINA RAILROAD.

A Passenger Train runs daily from Charleston, on the arrival of the boats from

Wilmington, N. C., in connection

with trains on the Georgia, and Western and Atlantic Railroads—and by stage lines and steamers connects with the Montgomery and West Point, and the Tuscumbia Railroad in N. Alabama.

Fare through from Charleston to Montgomery daily \$26 50

Fare through from Charleston to Huntsville, Decatur and Tuscumbia 22 00

The South Carolina Railroad Co. engage to receive merchandise consigned to their order; and to forward the same to any point on their road; and to the different stations on the Georgia and Western and Atlantic railroad; and to Montgomery, Ala., by the West Point and Montgomery Railroad.

JOHN KING, Jr., Agent.

CENTRAL AND MACON AND WESTERN RAILROADS, GA.

These Roads with the Western and Atlantic Railroad

of the State of Georgia, form a

continuous line from Savannah to Oothcaloga, Ga., of 371 miles, viz:

Savannah to Macon—Central Railroad 190 Miles.

Macon to Atlanta—Macon and Western 101

Atlanta to Oothcaloga—Western and Atlantic 80

Goods will be carried from Savannah to Atlanta and Oothcaloga, at the following rates, viz:

On Weight Goods—Sugar, Coffee, Liquor, Bagging, Rope, Butter, Cheese, Tobacco, Leather, Hides, Cotton Yarns, Copper, Tin, Bar & Sheet Iron, Hollow Ware & Castings \$0 50

Flour, Rice, Bacon in Casks or boxes, Pork, Beef, Fish, Lard, Tallow, Beeswax, Mill Gearing, Pig Iron and Grind Stones 0 50

On Measurement Goods—Boxes of Hats, Bonnets and Furniture, per cubic foot 0 20

Boxes and Bales of Dry Goods, Saddlery, Glass, Paints, Drugs and Confectionary, per cubic foot 0 20 pr. 100 lbs. 35

Crockery, per cubic foot 0 15 " " 35

Molasses and Oil, per hhd., (smaller casks in proportion) 9 00 12 50

Ploughs, (large,) Cultivators, Corn Shellers, and Straw Cutters, each 1 25 1 50

Ploughs, (small,) and Wheelbarrows 0 80 1 05

Salt, per Liverpool Sack 0 70 0 95

Passage—Savannah to Atlanta, \$10; Children, under 12 years of age, half price, Savannah to Macon, \$7.

Goods consigned to the subscriber will be forwarded free of Commissions.

Freight may be paid at Savannah, Atlanta or Oothcaloga.

F. WINTER, Forwarding Agent, C. R. R.

Savannah, Aug. 15th, 1846.

1731

NEW YORK ANDERIE RAILROAD LINE.

SUMMER ARRANGEMENT. For passengers, twice each way daily, (except Sunday), leave New

York from the foot of Duane St. at 7 o'clock, A. M. and at 4 o'clock, P. M. by steamboat, for Piermont, thence by cars to Ramapo, Monroe, Chester, Goshen, Middletown, Otisville, and the intermediate stations.

The return trains for New York will leave Otisville at 6 30, A. M. and 4 15, P. M.; Middletown at 7 A. M. and 4 40, P. M.; Goshen at 7 22, A. M. and 5 3, P. M.; Chester at 7 35, A. M. and 5 18, P. M.

Fare between New York and Otisville, \$1 50; way-fare in proportion.

For Milk—Leave Otisville at 5 1 o'clock, morning and evening.

For Freight—The barges "Samuel Marsh and "Henry Snyder, Jr." will leave New York (from the foot of Duane St.) at 5 o'clock, P. M. daily (except Sundays.)

No freight will be received in New York after 5 o'clock, P. M.

Freight for New York will be taken by the trains leaving Otisville at 10 1 o'clock, A. M.; Middletown at 11, A. M.; Goshen at 12, P. M.; Chester at 1 o'clock, P. M., etc., etc.

For farther particulars, apply to J. F. CLARKSON, Agent, corner of Duane and West Sts., New York, or to S. S. POST, Superintendent Transportation, Piermont.

H. C. SEYMOUR, Sup't.

24th

LITTLE MIAMI RAILROAD COMPANY.

Fall and Winter Arrangement, 1847. On and after Monday, September 20th,

until further notice, a Passenger train will run as follows:

Leave Cincinnati daily at 9 A. M., for Milford, Foster's Crossing, Deerfield, Morrow, Fort Ancient, Freeport, Waynesville, Spring Valley, Xenia, Yellow Springs, and Springfield. Returning, will leave Springfield at 4 a. m. Upward train arrives at Cincinnati at 2 p. m. Downward train arrives at Cincinnati at 10 a. m.

Freight trains will run each way daily.

Messrs. Neil, Moore & Co. are running the following stage lines in connection with the road:

A daily line from Xenia to Columbus and Wheeling, carrying the great Eastern mail.

Daily lines from Springfield to Columbus, Zanesville and Wheeling. Also to Urbana and Bellefontaine.

A line of Hacks runs daily in connection with the train between Deerfield and Lebanon.

Passengers leaving for New York and Boston, arrive at Sandusky city via Urbana, Bellefontaine & the Mad River and Lake Erie railroad, in 27 hours, including several hours' sleep at Bellefontaine. To the same point via Columbus, Delaware, Mansfield and the Mansfield and Sandusky city railroad, is 33 hours. Distance from Cincinnati to Springfield by railroad 84 miles.

From Springfield to Bellefontaine by stage, over a good Summer road 32 "

From Bellefontaine to Sandusky city by railroad 102 "

Fare—From Cincinnati to Lebanon \$1 00

" " " Xenia 1 50

" " " Springfield 2 00

" " " Columbus 4 00

" " " Sandusky city 7 00

The Passenger trains runs in connection with Strader & Gorman's line of Mail Packets to Louisville.

Tickets can be procured at the Broadway Hotel, Dennison House, or at the Depot of the Company on East Front street.

Further information and through tickets for the Stage lines, may be procured at P. Campbell, Agent on Front street, near Broadway.

The company will not be responsible for baggage beyond 50 dollars in value, unless the same is returned to the conductor or agent, and freight paid at of a passage for every \$500 in value over that amount.

W. H. CLEMENT, Sup't.

17th

